

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:08:53

From: Amy Sutcliffe <info@sg.actionnetwork.org>
Sent: 21 January 2023 19:26
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Amy Sutcliffe

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 10 January 2023 08:15:41

From: Andrew Hull <info@sg.actionnetwork.org>
Sent: 09 January 2023 19:57
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. Cost - this money should be spent on improving public transport and walking/cycling options if we are to have any chance of meeting the CO2 reductions required to avoid catastrophic climate change.
2. It will increase congestion - research shows that new roads end up increasing road use and congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

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

Yours sincerely,

Andrew Hull

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:36:14

From: Andrew Webster <info@sg.actionnetwork.org>
Sent: 17 January 2023 23:34
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Andrew Webster

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 11:54:43

From: Andy Hannan <info@sg.actionnetwork.org>
Sent: 17 January 2023 11:28
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

Dear Ms Catcheside and Cllr Leffman,

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

- * It is not financially viable. Although much of the £300m cost will come from Government the balance will need to be borrowed by the County leading to huge interest costs and also diverting funds from much more important areas.
- * It is contrary to local carbon reduction policies.
- * It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
- * It breaches Greenbelt policy.
- * It will increase congestion.
- * The road will damage the health and wellbeing of residents by increasing noise and air pollution.
- * The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 – effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.

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

Yours sincerely,
Andy Hannan

Andy Hannan

██

████████████████

██

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:07:51

From: Anna Richardson Taylor <info@sg.actionnetwork.org>
Sent: 21 January 2023 17:12
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable - and I feel the county is not being made adequately aware of this.
2. It will increase congestion - there is evidence for this, which has been submitted during consultation and not given adequate consideration.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. Its impact have not been adequately calculated, particularly in terms of noise pollution and air quality.

I am also concerned that less damaging and less costly alternatives have not been properly explored. Overall, some very valid objections throughout the consultation period are not being given due consideration. Answers in response do not address the numerous issues raised.

I think this road will be a disaster for Oxfordshire and nationwide.

Yours sincerely,
Anna Richardson Taylor

Anna Richardson Taylor

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 24 January 2023 15:23:24

From: Anne Smart <info@sg.actionnetwork.org>
Sent: 24 January 2023 14:03
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely, Anne Smart

Anne Smart

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 09 January 2023 11:32:31

Hi Emily

Another objection.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Antony Melville <info@sg.actionnetwork.org>
Sent: 09 January 2023 11:05
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

You don't often get email from info@sg.actionnetwork.org. [Learn why this is important](#)

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Antony Melville



From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 13:09:10

From: Anya Jade Sochacka <info@sg.actionnetwork.org>
Sent: 18 January 2023 12:33
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Anya

Anya Jade Sochacka

[Redacted]
[Redacted]
[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:35:45

Hi Emily

First of another batch of objections.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: April Jones <info@sg.actionnetwork.org>
Sent: 18 January 2023 07:16
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

New roads have no place in the 21st century. In the context of a climate emergency, we need to take real measures to decrease car dependency. HIF1 follows the outdated and harmful model of car-based housing estates.

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

Yours sincerely,

April Jones

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:03:38

From: Audrey Griffin <info@sg.actionnetwork.org>
Sent: 20 January 2023 14:00
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. The increase in pollution and noise will have an unacceptable impact on local residents' health and mental well-being. Even the proposal itself is already having an effect on residents' mental health.

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

Yours sincerely

Audrey Griffin

Audrey Griffin

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:00:51

From: Christine Collin <info@sg.actionnetwork.org>
Sent: 19 January 2023 17:13
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. **COST** The figures I have seen quoted mean the Council has to borrow even more money. Is this the real priority of the Council when it is supposedly prioritising healthy and active travel, safe cycle and pedestrian routes, improved infrastructure to REDUCE the use of the car, not increase it. Surely any new money the Council can get its hands on should support reduction of motor car dependency and achieve carbon reduction and fitter residents.
2. **CONGESTION** It will increase congestion ~ It will suck traffic off the already congested A34; HGVs, car transporters returning to BMW, and the smaller traffic will be delivered either to the S Oxfordshire ring road near Sainsbury's via the A4074, or this extra traffic, including many HGVs from the large trading estate near Milton, will strike out cross country from the Golden Balls and saturate these country roads and go via the villages to the M40, joining it at the junction SE of Oxford. The new road will simply suck more traffic on to the roads. Build a road, it fills, this always happens, and oh so quickly in the prosperous parts of the country like S Oxon.
3. **REDUCING CARBON EMISSIONS.** The carbon cost of a big project like this is huge and I do not believe anyone who says it will reduce carbon emissions. It does not make sense. Counting carbon is complex, and it is extremely common for there to be a focus on one narrow aspect rather than the whole project. Its akin to the regular misuse of statistics.
4. **HEALTHY AND ACTIVE TRAVEL** This project flies in the face of attempting to develop Oxford's infrastructure to reduce dependency on the car.
5. **BRIDGES** I do not want to see S Oxfordshire disfigured, diminished and dominated by bridges loaded with traffic, they will be visually intrusive, noisy, and in frosty weather of course, are always the first bit of road to become icy and dangerous. I would like to see

the Council support and build a SMALL, ELEGANT PEDESTRIAN AND CYCLE BRIDGE, at Bablockhythe, where there used to be a ferryman, to open up Oxford to the Cotswolds, completely away from main roads, and this will promote more family and leisure cycling. This would be a small change and modest project for the Council.

6. Do not proceed with HIF1. It represents yesterdays ways and means, destroying yet more green belt in a particularly beautiful part of Oxfordshire. Less damaging and less costly alternatives have not been properly explored.

Yours sincerely,

Christine Collin

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:07:38

From: Dainaemi Bell-Gam <info@sg.actionnetwork.org>
Sent: 21 January 2023 16:27
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. It goes against the overall government policy on climate change.

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

Yours sincerely,

Dainaemi Bell-Gam

Dainaemi Bell-Gam

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:00:07

From: Clare Bonham-Carter <info@sg.actionnetwork.org>
Sent: 19 January 2023 13:34
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Clare Bonham-Carter

[Redacted signature block]

From: Clive Gillam <info@sg.actionnetwork.org>
Sent: 17 January 2023 14:38
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

Ms Emily Catcheside,

I am also concerned that this proposal is costly, unnecessary and poorly thought out especially in the context of the County Council's declaration of a Climate Emergency, and in the light of the wider and more immediate needs of residents of Oxfordshire as they face rising prices and the prospect of worsening care under the NHS.

Clive Gillam

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:02:57

From: Craig Jefferies <info@sg.actionnetwork.org>
Sent: 20 January 2023 12:04
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. It will create unacceptable levels of noise and pollution significantly effecting local residence health and mental well-being.

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

Yours sincerely

Craig Jefferies

Craig Jefferies

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 11:53:46

From: Dave Lacey <info@sg.actionnetwork.org>
Sent: 17 January 2023 11:12
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

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

Yours sincerely,

Dave Lacey

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 08:33:50

From: David Ashby <info@sg.actionnetwork.org>
Sent: 16 January 2023 16:09
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable.

At a time when we all face a cost of living crisis and our council taxes are set to rise, we are told to help fund urgent services, I can't understand how the OCC can be serious about diverting urgently need funds to pay for this project and putting a financial burden on residents for years to come. No scheme councils or Gov't are involved in to my knowledge ever come in under budget so we can expect a huge increase in costs once started.

2. It will increase congestion.

During the years it will take to complete local residents will have to put up with serious congestion around Didcot, Milton and the local villages. Once completed it will soon become a route used by HGVs either avoiding the constant traffic problems caused by accidents on the A34 or seeking to cut out using the A34 effectively becoming a South Abingdon bypass to east Oxford / M40 this will hugely impact the residents of Appleford.

3. It is contrary to local carbon reduction policies.

The County and District Councils have all declared climate emergencies and yet this road will damage the health and wellbeing of residents by increasing noise and air pollution for those living along its route in particular the residents of Appleford as the road will rise up over the sidings meaning the road will overshadow houses. As the village is already blighted by the noise and smells coming from the landfill site and sidings workings I can only imagine the blanket of pollution residents will have to endure. Does OCCs policy not include the well being of villages

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

The LTCP recently adopted by the County Council requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will take us in the opposite direction.

5. It breaches Greenbelt policy.

Oxfordshire’s green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up areas of Greenbelt for development. There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans. It seems OCC have no regard for the greenbelt

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

Yours sincerely,

David Ashby

[Redacted]

[Redacted]

[Redacted]

[Redacted]

David Ashby

[Redacted]

[Redacted]

[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 11 January 2023 14:46:07

Hi Emily

Another objection.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Duncan Watts <info@sg.actionnetwork.org>
Sent: 11 January 2023 13:12
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Duncan Watts





From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 10 January 2023 08:15:32

Hi Emily

First of a series of objections.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Ms E Williams <info@sg.actionnetwork.org>
Sent: 09 January 2023 20:51
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

It is points 3, 4 and 5 which worry me the most. We need all the Greenbelt we can get now that so much of it is being gradually eroded thanks to housing and transport developments. In addition, we desperately need to reduce car usage and this scheme will not help that.

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

properly explored.

Yours sincerely,
Ms E Williams

[Redacted]
[Redacted]

Ms E Williams

[Redacted]
[Redacted]
[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 08:46:17

From: Elena Revill-Hivet <info@sg.actionnetwork.org>
Sent: 12 January 2023 18:03
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

The current scheme promoted by Oxfordshire County Council would cost at least £300 million. Much of the funding would come from Government but the County will need to borrow at least £30 million, costing £1.8m annually (6% interest) to pay for it. It will also need to divert a further £26 million from local sources that could be put to better uses, to make up the balance. At a cost of £33 million per mile [£56,000 per foot] HIF1 is unaffordable!

The County and District Councils have all declared climate emergencies:

Oxfordshire County Council is aiming for 'net zero' by 2050

Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75 per cent reduction in emissions across the district by 2030

South Oxfordshire District Council wants its area to be carbon neutral by 2030.

HIF1 would undermine all these targets by increasing emissions at the very time we need to be urgently reducing them..

The money should be spent on improved public transport and active travel infrastructure to better connect our towns and villages. This coupled with more frequent and extensive bus and rail services would provide people with real choice and alternatives to the car.

New development also needs to be built in the right places and with local services so that people don't have to drive long distances to access doctor surgeries or local shops. In short, we need to be building new communities with public transport alternatives not just car-based housing estates.

Yours sincerely,

Elena Revill-Hivet

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 09 January 2023 14:01:23

Hi Emily

An objection. I will be forwarding 3 more.

Many thanks.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Eliane Aubain <info@sg.actionnetwork.org>
Sent: 09 January 2023 11:43
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion and pollution.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy. Will open the Greenbelt for more development, so bad for the environment altogether...

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

Yours sincerely,
Eliane Aubain

Eliane Aubain

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 08:58:42

From: George Curtis <info@sg.actionnetwork.org>
Sent: 19 January 2023 10:45
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

The County has recognised that there is a Climate Emergency. This measure will increase the ease of use and hence amount of use of vehicular transport. It is therefore contrary to local carbon reduction policies.

It is opposed by local parish councils. The views of our local inhabitants should prevail.

Yours sincerely,
George Curtis

George Curtis

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:05:38

From: Guy Wilson <info@sg.actionnetwork.org>
Sent: 20 January 2023 19:01
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

I have reviewed the proposed HIF1 road scheme and object for the following key reasons:

1. Proposed Bridge and Increased Congestion and Pollution - the proposed bridge over River Thames near Culham is too wide, unsightly and poorly designed with limited landscaping which would look completely out of place in a rural environment. If such a bridge and road was to proceed substantial landscaping would be required. Other parts of the route are also poorly planned and designed and unsightly including the elevated section near Appleford. T. This road would bring noise and air pollution to the area North of the Thames between Culham and Clifton Hampden. HIF1 would cause increased traffic congestion in the area and most likely would be treated as a "mini expressway" destroying the rural environment and countryside to east of Abingdon between Culham and Nuneham Courtenay. HIF1 would cross a nature reserve and River Thames between Appleford and Sutton Courtenay and damage picturesque Thames Valley with it's Thames Path running between Culham and Clifton Hampden.

2. Financial Viability-It is my understanding that the cost of this HIF1 Road has greatly increased in cost to over £300m and is reliant on a loan of £30m from OCC and it also dependent upon Sec 106 payments from housing groups and diverting funds from other areas of its budget. We are in a period of severe economic hardship with a cost of living crisis and witnessing reducing housing take up rates following Brexit and due to increases in interest rates. I question therefore why OCC would financially put itself in this position to fund a major infrastructure project of this nature with limited funds with current increased labour and rising construction costs compounded by rising inflation. It is highly likely that the costs of HIF1 could rise again and the funding of HIF 1 would become even more unviable. It is not realistic to assume Sec 106 payments from housing groups which have been assumed in this construction timeline.

3. Timing and Certainty of HIF1 -It is my understanding that HIF1 needs to reach

Practical Completion by September 2026 given we are in Q1 2023 I question whether it could be delivered in this timeframe from a construction timeline point of view and OCC should be committing to this project. My understanding is that certain land would need to be acquired

by Compulsary Purchase Order at Milton and there are objections to this meaning that this proposed timetable is completely unrealistic and unviable.

4. Contary to Oxfordshire's Local Transport & Connectivity Plan -HIF1 will create additional carbon emissions and not enough electric vehicles are being produced to meet LTCP Targets. I understand that HIF1 is contary to Transport DeCarbonisation policies and excess traffic caused by HIF1 would result in both SODC and VWH not meeting their decarbonisation targets by 2030. OCC should not be pursuing additional road infrastructure on this basis if it breaches other environmental policies. There are other means of transportation in the area which should be utilised in place of HIF1- increased use of trains between Didcot(incl Apleford and Culham) and Oxford, electric buses and use of cycle ways.

I would like HIF1 to be reconsidered completely.

Yours sincerely,

Guy Wilson

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 10 January 2023 08:16:43

From: Heather Isaac <info@sg.actionnetwork.org>
Sent: 09 January 2023 15:17
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion, and create rat runs through villages locally. This is not a long term solution.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. The road will damage the health and well being of residents by increasing noise and air pollution.
7. All affected councils have declared climate emergencies and set carbon reduction targets. Yet HIF1 is not compliant with these policies and undermines the ability of local councils to reduce carbon emissions quickly enough.

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

Yours sincerely,
Heather and Alan Isaac

Heather Isaac

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:00:38

From: Ian Ashley <info@sg.actionnetwork.org>
Sent: 19 January 2023 15:33
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

Bioabundance Community Interest Company object to the HIF1 road scheme.

The County and District Councils have all declared climate emergencies and HIF1 would undermine their net zero targets by increasing emissions at the very time we need to be urgently reducing them.

Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up further areas of Greenbelt for development.

There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans. It is well known that the housing requirement figures in the current district plans are overstated due to the requirement in the NPPF to use outdated population figures. We are optimistic that the upcoming planning reforms will revise the NPPF, including the removal of a duty to cooperate and therefore a bogus unmet need requirement from Oxford City, which will result in lower housing need figures across the districts.

The project conflicts with the Local Transport and Connectivity Plan (LTCP) which was recently adopted by the County Council and requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will result in increased car trips as evidence shows that new roads actually induce further demand.

We understand that the current scheme promoted by Oxfordshire County Council would cost at least £300 million and that the County will need to borrow at least £30 million, likely costing £1.8m annually (6% interest) to pay for it. It will also need to divert a further £26 million from local sources that could be put to better uses, to make up the balance. This seems entirely inappropriate when that money could be spent on alternative approaches to resolve the existing traffic issues and improving public transport and

active travel infrastructure to better connect our towns and villages.

Yours sincerely,

Ian Ashley
Director, Bioabundance Community Interest Company.

Ian Ashley

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:36:49

From: Ian Brown <info@sg.actionnetwork.org>
Sent: 17 January 2023 17:28
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

I am also concerned that less damaging and less costly alternatives have not been properly explored. "Is your journey really necessary?" Not only do we need to do less getting about but, when we have to, we should use more environmentally friendly means of doing so!

Yours sincerely, Ian Brown

Ian Brown

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 08:58:27

Hi Emily

First of another large batch of objections.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Ian Cook <info@sg.actionnetwork.org>
Sent: 18 January 2023 15:26
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It will cause very severe noise nuisance, and congestion, in Appleford village.
2. It will have a very destructive effect on a promising wildlife reserve under development.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It is a major misuse of scarce funds, especially in the present economic climate.
6. Less damaging and less costly alternatives have not been properly explored.

Yours sincerely,
Ian Cook

Ian Cook



[REDACTED]

[REDACTED]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:09:25

From: IGOR DYSON <info@sg.actionnetwork.org>
Sent: 21 January 2023 23:58
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

Dear Emily & Liz,

The coalition of campaigners, against the HIF1 road, have gathered the reasons listed verbatim below, all of which I think are valid, & worthy of inclusion here.

I'll add that Oxon, with its prestigious, scholarly reputation, should pride itself on genuine innovation, & progressive change; yet destroying our irreplaceable, ancient countryside isn't this. Instead, we should avoid destructive habits of the previous, industrial revolution; which, although it's brought much human prosperity, has done so at unsustainable cost to nature, & ultimately, to us. Endless development, building whatever roads & other structures, while sacrificing Green Belt, is driven by ideological ambition; predicated on endless growth in size of the human population, as if this were sustainable on finite Earth. Now's beyond time to consign this ambition to history. Also, the current crisis, of mental & physical illness, can only truly be reversed by integrating natural space into our lives far more; so the integrity of all remaining Green Belt should be respected.

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

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

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

Yours sincerely, Dr. Igor N. Dyson

IGOR DYSON

[Redacted]

[Redacted]

[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 11 January 2023 08:36:50

Hi Emily

Another objection.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Isabelle Hayes <info@sg.actionnetwork.org>
Sent: 10 January 2023 12:44
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Isabelle Hayes

Isabelle Hayes

[Redacted]

[Redacted]

[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:08:39

From: James Constable <info@sg.actionnetwork.org>
Sent: 21 January 2023 17:18
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

James Constable

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:05:54

From: James Timmins <info@sg.actionnetwork.org>
Sent: 20 January 2023 21:38
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

It is contrary to local carbon reduction policies.

The County and District Councils have all declared climate emergencies:

- Oxfordshire County Council is aiming for 'net zero' by 2050
- Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75 per cent reduction in emissions across the district by 2030
- South Oxfordshire District Council wants its area to be carbon neutral by 2030.

HIF1 would undermine all these targets by increasing emissions at the very time we need to be urgently reducing them.

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

Yours sincerely,

James Timmins

James Timmins

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 08:37:42

From: Janice Stocker <info@sg.actionnetwork.org>
Sent: 16 January 2023 20:47
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable. The current scheme promoted by Oxfordshire County Council would cost at least £300 million. Much of the funding would come from Government, that is the taxpayer, but the County will additionally need to borrow at least £30 million, costing £1.8m annually (minimum of 6% interest) to pay for it. It will also need to divert a further £26 million from local sources that should be put to better uses, to make up the balance. At a cost of £33 million per mile [£56,000 per foot] HIF1 is unaffordable!

2. It will increase congestion. The Councils claim that the HIF1 road will ease traffic is false. It is more likely to increase congestion in Didcot and in villages near the route, longer term. Evidence shows that new roads fill with traffic soon after construction. With HIF1, modelling predicts that average speeds on local roads will fall to 18 mph by 2034 – 6 mph below current levels. Three years of construction traffic (from 2023-2026) will also cause serious congestion around Didcot, Milton and local villages.

3. It is contrary to local carbon reduction policies. The County and District Councils have all declared climate emergencies:

- Oxfordshire County Council is aiming for 'net zero' by 2050
- Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75% reduction in emissions across the district by 2030
- South Oxfordshire District Council wants its area to be carbon neutral by 2030.

HIF1 will undermine all these targets by increasing emissions at the very time we need to be urgently reducing them.

4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. The LTCP, recently adopted by the County Council, requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will take us in the opposite direction.

5. It breaches Greenbelt policy. Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up areas of Greenbelt for development. There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans.

I am also concerned that less damaging and less costly alternatives have not been properly explored. The money would be better spent on

improved public transport and active travel infrastructure to better connect our towns and villages.

more frequent and extensive bus and rail services providing our region with real choice and alternatives to the car.

New development also needs to be built in the right places and with local services so that we don't have to drive long distances to access doctor surgeries or local shops.

In short, we need to be building new communities with public transport alternatives not just car-based housing estates.

Yours sincerely,

Janice Stocker

Janice Stocker

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 08:58:46

From: Johanna Richardson <info@sg.actionnetwork.org>
Sent: 16 January 2023 03:50
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. It will have an adverse affect on my property and my environment because of increased noise and air pollution from the road.

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

Yours sincerely,

Johanna Richardson

Johanna Richardson

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 08:59:16

From: John Blackie <info@sg.actionnetwork.org>
Sent: 19 January 2023 11:28
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

- * It is contrary to local carbon reduction policies.
- * It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
- * It breaches Greenbelt policy.
- * It subscribes to the idea that the way to solve road congestion problems is to build yet another road. This policy has been proven wrong all over the world.

And it is just wrong to impose this kind of infrastructure on the community and the environment, no matter what the so-called benefit to the economy supposed to be.

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

Yours sincerely,
John Blackie

John Blackie

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 08:55:01

From: John Griffin <info@sg.actionnetwork.org>
Sent: 13 January 2023 20:28
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

The scheme is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage and reduce greenhouse gas emissions in the county. All affected councils have declared climate emergencies and set carbon reduction targets. HIF1 is not compliant with these policies and undermines the ability of local councils to reduce carbon emissions quickly enough. I am concerned that less damaging and less costly alternatives have not been properly explored. The scheme is likely to lead to a burden on council tax payers.

The road will damage the health and wellbeing of residents by increasing noise and air pollution and attracting more traffic to take a rat run through South Oxfordshire. It will undermine efforts to improve active travel and modal shift to public transport.

The Primary Objective is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 – effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.

Yours sincerely,

John Griffin

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:01:06

From: Mr H.John Killick <info@sg.actionnetwork.org>
Sent: 19 January 2023 17:53
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

I objected

to this proposal several weeks ago.

3.It is contrary to the Council's wise decision re: climate change

It could form part of an expressway which had been decided against.

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

5. It breaches Greenbelt policy.

I was also concerned that it is potentially damaging to some of Oxfordshire's rarer wild plants.

Yours sincerely,

H JKillick

Mr H.John Killick

[Redacted]

[Redacted]

[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 11:55:26

From: John Maskell <info@sg.actionnetwork.org>
Sent: 17 January 2023 11:47
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,
John Maskell

John Maskell

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 11:57:04

From: Judith McCarthy <info@sg.actionnetwork.org>
Sent: 16 January 2023 11:15
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable. Costs for such projects will invariably overrun.
2. It will increase congestion. We should not be building roads to create more traffic.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. We should be concentrating on sustainable transport initiatives and does not take into account the move in recent years to hybrid working or full-time working from home.
5. It breaches Greenbelt policy.

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

Yours sincerely,

Judith McCarthy

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 09 January 2023 14:01:37

From: Julia Patrick <info@sg.actionnetwork.org>
Sent: 09 January 2023 11:52
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.

Evidence shows that new roads fill with traffic soon after construction. With HIF1, modelling predicts that average speeds on local roads will fall to 18 mph by 2034 – 6 mph below current levels. Three years of construction traffic (from 2023-2026) will also cause serious congestion around Didcot, Milton and local villages.

3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.

We are aware anecdotally of many, many families in the area, particularly with children, who would switch from car use to bike if cycling infrastructure was better in the area. School traffic contributes considerably to overall traffic levels and reducing this would reduce congestion overall, of benefit for everyone including those who need to travel by car.

5. It breaches Greenbelt policy.

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

Yours sincerely,

Julia Patrick

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:08:04

From: Juliette Beauvais <info@sg.actionnetwork.org>
Sent: 21 January 2023 17:14
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,
Juliette Beauvais

Juliette Beauvais

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 13:31:24

From: Karin van Heerden <info@sg.actionnetwork.org>
Sent: 17 January 2023 12:18
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,
Karin van Heerden

Karin van Heerden

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:03:12

From: Katharine Jefferies <info@sg.actionnetwork.org>
Sent: 20 January 2023 12:06
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. It will create unacceptable levels of noise and pollution significantly effecting local residence health and mental well-being.

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

Yours sincerely

Katharine Jefferies

Katharine Jefferies

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 08:46:41

From: Laura Collins <info@sg.actionnetwork.org>
Sent: 13 January 2023 08:42
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

I am also concerned that less damaging, less costly alternatives that are not contrary to the other Oxfordshire plans have not been properly explored.

Yours sincerely,
Laura

Laura Collins

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:03:24

From: Lionel Reid <info@sg.actionnetwork.org>
Sent: 20 January 2023 14:00
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

I am deeply concerned that the final cost can be significantly greater than any budget allocation made. Clearly cost overrun would have to be met and this would fall to the residents of Appleford via increased taxation. I find it stunning that both paid and elected OCC staff and politicians could put themselves willingly into a position where their recommendations/votes are such that this unwanted road development is given the go-ahead. The plan is unacceptable as the concept and position of the proposed works is leading to a unrecoverable blight on our village it bringing absolutely no benefit to our community - in fact because of increased noise, traffic and pollution the situation will be much worse than exists now.

Yours sincerely,

Lionel Reid

Lionel Reid

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 10:04:34

From: Louise Haylett <info@sg.actionnetwork.org>
Sent: 18 January 2023 09:16
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,
Louise Haylett

Louise Haylett

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:01:30

From: Lucia Singer <info@sg.actionnetwork.org>
Sent: 19 January 2023 18:24
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

It is insane. Have you noticed the climate crisis? We need efficient forms of transport, not more cars. Even electric cars require energy - they are not the solution. The climate crisis is not a problem that can be dealt with later. We need fewer private cars, fewer roads and more nature. We need to build a different society. We do not have the leadership for this anywhere yet, but at least let us not sprint into the abyss.

And in more formal language:

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

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

Yours sincerely,
Lucia Singer

Lucia Singer

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:05:27

From: Maren Hueffmann <info@sg.actionnetwork.org>
Sent: 20 January 2023 18:12
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

I have read a selection of related reports, which have led me to agree with the above points as a basis for my objection. This is yet one more example of the council not taking into account local and environmental factors.

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

Yours sincerely,

Maren Hueffmann

Maren Hueffmann

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 25 January 2023 12:06:24

Hi Emily

Sorry missed this one!

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Mark Beddow <info@sg.actionnetwork.org>
Sent: 12 January 2023 12:37
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

The Esso site distribution planning application appeal was recently withdrawn. It was opposed by all Parish Councils. Of concern was the failure of OCC Highways to comment on the overloading of the Milton/A34 interchange. The Milton/A34 interchange cannot support the HIF1 proposal.

Further the TW sewage system in Didcot and the NHS services in Didcot cannot handle

any additional housing to the Didcot conurbation.

Yours sincerely,

Mark Beddow

East Hendred Parish Council planning group

Mark Beddow

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 08:45:53

Hi Emily

First of another batch of objections.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Mark Beddow <info@sg.actionnetwork.org>
Sent: 12 January 2023 12:37
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

The Esso site distribution planning application appeal was recently withdrawn. It was opposed by all Parish Councils. Of concern was the failure of OCC Highways to comment on the overloading of the Milton/A34 interchange. The Milton/A34 interchange cannot support the HIF1 proposal.

Further the TW sewage system in Didcot and the NHS services in Didcot cannot handle

any additional housing to the Didcot conurbation.

Yours sincerely,

Mark Beddow

East Hendred Parish Council planning group

Mark Beddow

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:09:38

From: Martin Crane <info@sg.actionnetwork.org>
Sent: 21 January 2023 23:58
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

I don't see the purpose of making the road a dual carriage way between the A34 and Didcot, this section of road needs to be encouraging traffic to slow down, after travelling at 70 mph along the A34, as it head into Didcot where traffic needs to be much slower to make urban area safer and less intimidating to pedestrians and cyclists. Why is a bridge needed to turn north off the A34- Didcot road? I can see it will save a little time but are the few seconds saved worth millions of £ such a bridge will cost? I thought a) the country (and county) was short of money and b) making car journeys quicker is totally counter to the need to reduce our carbon emission and to promote active travel alternatives. Anything to increase active travel will have direct benefits on to the overloaded social care and NHS service. The evidence is strong that any increase in activity - eg walking, cycling, walking to the bus stop rather than getting in the car improves health and reduces illness and support needed from the health and social care services.

The road route parallels the railway. Why is the railway not seen at the route to improving access to this area and to reduce congestion across the local and wider area? Cannot the science parks and new housing in this area use Culham station, Appleford station and why is there no station proposed for Milton Park? The available money

would be much better put towards 4 tracking and electrification of the railway between Didcot and Oxford which would allow more trains to stop at Culham, Radley, Appleford, and probably help to allow Oxford - Swindon train services stopping at Culham, Radley, Appleford and new stations at Milton Park and Grove. This would open up non-car dependant, low carbon, access to the employment areas at Milton Park and Culham, from many other parts of Oxfordshire. Using the train is much more likely to involve a walk or a cycle as part of the journey to and from the station, so bringing the active travel benefits and the resulting healthier population of Oxfordshire.

How does this new road which, in common with all new roads, will generate more traffic help the OCC, SODC & VOWHDC declaration of climate emergency. What is the plan to remove the addition emissions this road building would bring?

The cycle provision looks pretty weak, relying on loads of Tocuan crossings to slow the cyclist's journey and remind cyclist that they are a secondary consideration beneath motorised traffic. The proposed road seeks to address the motorists needs and then does some greenwashing around the infrastructure dictated by the need of the motorist. Has anybody considered the needs of cyclist and pedestrians in the area? As a cyclist who has in the past worked at Harwell to go west along the A4130 I need to stop at 4 separately signalled crossings (car have only 2 signals to stop at and they are probably sequenced and more frequent). On the return the cyclist has 5 crossings to be held at.... If there was any seriousness to encouraging cycling a dedicated, quick (far fewer signals and no 90 bends as are so common on the many UK cycle track), pleasant (not cycling within a few feet of 3 lanes of traffic alternating between 0 and 50mph). As you've got £300m could you think of a route that would encourage more cyclists and pedestrians to cross the A34? (eg a bridge or tunnel, or improved path so cyclists could use the bridge at Cow Lane 1.8km south down the A34. If this madness is to go ahead could you at least have look at where cyclists need to go to and from so that they are encouraged out of their cars and deliver so infrastructure that achieves this, and not just half heartedly look to try achieve this within a project boundary set by the perceived needs of motor traffic... It's half 'hearted' as cycletracks should not have to give away at junctions and roundabout and better design would seek cycle route that were a few feet away from busy A road that you are trying to get a much traffic as possible down. A bit more physical separation would make it all more attractive.

Yours sincerely,

Martin Crane

Martin Crane

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:04:16

From: Michael Cooper <info@sg.actionnetwork.org>
Sent: 20 January 2023 16:25
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

Dear Sir/Madam,

I'm writing to you in objection of the HIF1 road scheme proposed through Oxfordshire. As a PCC and local cycling club Safeguarding Officer, plus parent and local resident, I object to this application on the following grounds:

1. Climate Concerns - with County and District Councils all declaring climate emergencies, building substantial new road infrastructure goes against these policies, at a time when sustainability needs to be accelerated. Better alternatives are available, such as promoting rail use, or other car alternatives.
2. Increased Congestion - New road infrastructure leads to more cars on the roads, which increases air pollution, discourages cycling (and therefore subsequent health benefits and traffic density benefits).
3. Reduction to Greenbelt - this proposal goes against greenbelt policy, a situation that has already impacted Oxfordshire.

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

Yours sincerely,

Mike

Michael Cooper



From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:04:47

From: Margarita Jablonska <info@sg.actionnetwork.org>
Sent: 20 January 2023 17:04
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. I don't wanna die of pollution and inhale toxic gases as I get out of my house. It would literally be the first thing I see in the morning.

I am also concerned that less damaging and less costly alternatives have not been properly explored. How about better train services? Especially in Appleford

Yours sincerely,

Margarita Jablonska

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 09 January 2023 11:31:47

Hi Emily

For information.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Michael Moorey <info@sg.actionnetwork.org>
Sent: 09 January 2023 10:05
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

You don't often get email from info@sg.actionnetwork.org. [Learn why this is important](#)

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Michael Moorey

Michael Moorey



From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 13:31:09

From: Mike Habermehl <info@sg.actionnetwork.org>
Sent: 17 January 2023 12:20
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

This road is an outdated response and not appropriate for the climate emergency, it will increase traffic, congestion and car dependency.

The road will damage the health and wellbeing of residents by encouraging development and car use over opportunities for cycling, walking and active and will increasing noise and air pollution.

The proposals are in direct contradiction to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.

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

The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 – effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.

It will scar the landscape of the surrounding areas.

The application breaches greenbelt policies.

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

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

Yours sincerely,

Mike Habermehl

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 30 January 2023 09:00:21

Hi Emily

An objection.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Neil Fawcett <info@sg.actionnetwork.org>
Sent: 29 January 2023 07:06
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable. The cost to the county council is too much, even with government funding. It will also transfer money from other much needed causes.
2. It will increase congestion. We know that new roads will in time increase traffic, negating any short term congestion relief the traffic around local villages will also be much worse straight away.
3. It is contrary to local carbon reduction policies. This project will severely impact the councils ambition to be net zero, increasing climate pollution.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy. It will open up more greenbelt development in an area already under extreme stress but with sufficient land reserved already for house building for the next 5 years.

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

Yours sincerely,

Neil Fawcett

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 09 January 2023 14:01:51

From: Nina Tomlin <info@sg.actionnetwork.org>
Sent: 09 January 2023 12:05
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It will increase congestion.
2. Cycle routes and public transport should be improved, not more roads for private car use built.
3. It will be an eye sore.
4. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

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

Yours sincerely,

Nina Tomlin

Nina Tomlin

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 13:32:30

From: Pauline Maclean <info@sg.actionnetwork.org>
Sent: 17 January 2023 12:06
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

It is so depressing to have to write this. I object to the HIF1 road scheme for the following reasons:

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

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

Yours sincerely,
Pauline Maclean

Pauline Maclean

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:08:19

From: Pearlcya James <info@sg.actionnetwork.org>
Sent: 21 January 2023 17:18
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Pearlcya James

Pearlcya James

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:37:09

From: Terence Wood <info@sg.actionnetwork.org>
Sent: 17 January 2023 17:25
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Terence Wood

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 08:59:45

From: Peter Thompson <info@sg.actionnetwork.org>
Sent: 19 January 2023 12:37
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable. The assessment of benefit set against cost is flawed, and, in any case, viability should be calculated by a multi-criteria assessment, including all social and economic costs.
2. It will increase congestion. Assessment of the traffic-generating effects is inadequate and under-estimates the likely volume of traffic. Furthermore, the effects of the discharge of additional traffic onto the roads connected to or by the proposed new highway are under-estimated, and the reduction of congestion at locations alleviated by the proposed road are over-estimated.
3. It is contrary to local carbon reduction policies. The increase in the volume of traffic which will be generated by the construction of the new road will cause the emission of increased volumes of CO₂, Nitrous Oxide and particulate pollutants. The pace of adoption of zero-emissions vehicles is much too slow to counter the increase in emissions caused by the likely generation of additional traffic.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. It is clearly perverse to make travel by motor vehicles more attractive, when stated policy is to discourage use of such a mode.
5. It breaches policies aimed at preserving and enhancing 'green' infrastructure.

I am also concerned that less damaging, less costly and more cost-effective solutions have not been properly explored.

Yours sincerely,

Peter Thompson

Peter Thompson

[Redacted signature]

[Redacted signature]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 11:53:59

From: Peter Wright's <info@sg.actionnetwork.org>
Sent: 17 January 2023 11:13
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Peter Wright's

[Redacted signature block]

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

From: Pip Willcox <info@sg.actionnetwork.org>
Sent: 09 January 2023 15:57
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,
Pip Willcox

Pip Willcox

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 13:30:53

From: Rebecca Bolton <info@sg.actionnetwork.org>
Sent: 17 January 2023 12:48
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable.
2. It will increase traffic congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.
6. It will affect the wildlife in the area
7. It will affect the health and well-being of nearby residents with extra noise and pollution.
8. It will tarnish the landscape the landscape of the surrounding areas.

The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 – effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.

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

From a very concerned Culham resident (about to move to Sutton Courtenay off the Appleford Road, near to the proposed HIF1 road)!

Yours sincerely,

Rebecca Bolton & Thibault Delafontaine

Rebecca Bolton



From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 16 January 2023 11:56:32

From: Rebecca Rainbow <info@sg.actionnetwork.org>
Sent: 16 January 2023 09:44
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable. The amount of funding required to borrow or put onto the taxpayers is not viable and should be reviewed.
2. It will increase congestion. The pinch points will just move and during construction more congestion in the local area will be evident.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

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

Alternative design solutions and recommendations have been provided and these do not seem to have been considered or a reason behind not going forward with them. The communication on how the project will affect the properties that run alongside the new road has been lacking and questions and concerns raised have not been addressed. We were advised by the planners that these would be addressed by the planning committee but they have not. Our property will border the road and while we do see benefits in sections of this project, more reviews are needed to ensure that the best possible solution is designed and have the least impact on the environment, wildlife and residents.

Yours sincerely,

Rebecca Rainbow
Appleford Resident

Rebecca Rainbow

████████████████████
██
██

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:07:09

From: Rebecca Varley <info@sg.actionnetwork.org>
Sent: 21 January 2023 14:50
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

To whom it may concern,

I would like to outline my objections to the HIF1 road scheme.

With two young children, for whom I fear climate change will have devastating consequences, at the forefront of my mind is the enormous environmental impact the scheme will have. It will be yet another blight on (what is becoming increasingly limited) unspoilt countryside, an unnecessary by-way to pierce the precious lungs of our county as the additional vehicles release tonnes more carbon, directly contradicting the the Greenbelt policy and agreed local carbon reduction policies. What is the point of having a Greenbelt policy that can be so easily tossed aside? How can we possibly reach carbon neutrality and, eventually, net zero by inviting more vehicles into the area? Furthermore, Oxfordshire's Local Transport and Connectivity Plan outlines one of its key goals as that of reducing car usage. HIF1 will have the opposite effect. What, therefore, is the point of any of these policies if the very people who spend tens of thousands of pounds producing them happily ignore them when it suits?

On the subject of finances, it cannot be denied that the project is going to have a cost on local residents. Research has indicated that it will divert £26 million from local spending to make up for Council borrowing. It is a huge sum of money that could be much better spent improving the limited local transport services to our towns and villages, particularly in light of the new traffic filters that are to be introduced in Oxford city centre. People need more regular public transport options to make their journeys to the city for work, education and leisure; all of which, in turn, would negate the need for extending the road network in the first place and stimulate the local economy (something HIF1 will not).

I implore you to push for abolition of the current scheme, to put forward a case for more joined-up and imaginative thinking and fight for a solution that doesn't contradict the good intentions of our local carbon reduction policies, the Greenbelt policy and the

Oxfordshire Local Transport and Connectivity Plan as I do not believe that less
damaging and less costly alternatives have been properly explored.

Yours faithfully

Rebecca Varley

Rebecca Varley

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:06:41

From: Robin Tucker <info@sg.actionnetwork.org>
Sent: 21 January 2023 11:53
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

CoHSAT supports the Oxfordshire Roads Action Alliance, including local Parish Councils and residents in joining them in objecting to the HIF1 road scheme.

CoHSAT objects to the HIF1 roads scheme for the following reasons:

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

We are also concerned that less damaging and less costly alternatives have not been properly explored. Several were identified at earlier stages in the project, but not properly explored. A more sustainable solution would put public transport, rather than private motor transport to the fore.

Yours sincerely,
Robin Tucker,
Co-Chair, CoHSAT, the Coalition for Health Streets and Active Travel

Robin Tucker

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 08:38:01

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

From: stockpot2 [redacted]
Sent: 16 January 2023 20:58
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

[You don't often get email from [redacted] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Dear Ms Catcheside

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

1. It is not financially viable. The current scheme promoted by Oxfordshire County Council would cost at least £300 million. Much of the funding would come from Government, that is the taxpayer, but the County will additionally need to borrow at least £30 million, costing £1.8m annually (minimum of 6% interest) to pay for it. It will also need to divert a further £26 million from local sources that should be put to better uses, to make up the balance. At a cost of £33 million per mile [£56,000 per foot] HIF1 is unaffordable!

2. It will increase congestion. The Councils claim that the HIF1 road will ease traffic is false. It is more likely to increase congestion in Didcot and in villages near the route, longer term. Evidence shows that new roads fill with traffic soon after construction. With HIF1, modelling predicts that average speeds on local roads will fall to 18 mph by 2034 – 6 mph below current levels. Three years of construction traffic (from 2023-2026) will also cause serious congestion around Didcot, Milton and local villages.

3. It is contrary to local carbon reduction policies. The County and District Councils have all declared climate emergencies:

- Oxfordshire County Council is aiming for 'net zero' by 2050
- Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75% reduction in emissions across the district by 2030
- South Oxfordshire District Council wants its area to be carbon neutral by 2030.

HIF1 will undermine all these targets by increasing emissions at the very time we need to be urgently reducing them.

4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. The LTCP, recently adopted by the County Council, requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will take us in the opposite direction.

5. It breaches Greenbelt policy. Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up areas of Greenbelt for development. There is already an adequate supply of housing land (over 5 years) in both the Vale

and SODC to meet local housing plans.

I am also concerned that less damaging and less costly alternatives have not been properly explored. The money would be better spent on

- . improved public transport and active travel infrastructure to better connect our towns and villages.
- . more frequent and extensive bus and rail services providing out region with real choice and alternatives to the car.

New development also needs to be built in the right places and with local services and amenities so that we don't have to drive long distances to access doctor surgeries or local shops.

In short, we need to be building new communities with public transport alternatives not just car-based housing estates.

Yours sincerely,

Roy Stocker

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 11:54:27

From: Ruthi Brandt <info@sg.actionnetwork.org>
Sent: 17 January 2023 11:17
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

In short - it really goes against the council's current planning vision. More joint up thinking is needed!

Yours sincerely,

Ruthi Brandt

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 13:31:44

From: Skye Frewin <info@sg.actionnetwork.org>
Sent: 17 January 2023 12:13
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

The County and District Councils have all declared climate emergencies:

- Oxfordshire County Council is aiming for 'net zero' by 2050
- Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75 per cent reduction in emissions across the district by 2030
- South Oxfordshire District Council wants its area to be carbon neutral by 2030.

HIF1 would undermine all these targets by increasing emissions at the very time we need to be urgently reducing them.

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

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

Yours sincerely,

Skye Frewin

[REDACTED]
[REDACTED]
[REDACTED]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:04:58

From: Sophie Wilson <info@sg.actionnetwork.org>
Sent: 20 January 2023 17:24
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

1. It is not financially viable. In this current financial world of spiralling costs, the cost of living crisis - it is irresponsible of our local council to take on this enormous debt - which will have to be repaid.
2. It will increase congestion - improve our local facilities instead : such as buses connecting villages arriving at suitable times so that school children and employees can use them.
3. It is contrary to local carbon reduction policies, again this is irresponsible of our local Council, who are supposed to be protecting and looking after Oxfordshire for future generations, instead of making it uninhabitable. We relocated out of London, as our daughter was asthmatic and we needed cleaner air.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy, but more than that - it ruins our local villages and environment, it impacts the Thames Pathway, which is such a beautiful riverside walk and all the other river users.

I am also concerned that less damaging and less costly alternatives have not been properly explored. Please reconsider this application - it's negative implications are huge if it goes ahead.

Yours sincerely, Sophie Wilson

Sophie Wilson

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 09:04:33

From: Stuart Butterfield <info@sg.actionnetwork.org>
Sent: 20 January 2023 17:01
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Stuart Butterfield

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 17 January 2023 14:47:56

From: Susan Hipkiss <info@sg.actionnetwork.org>
Sent: 17 January 2023 14:15
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

- 1)HIF1 will not help to reduce car trips (LTCP requires a reduction in numbers of trips)
- 2)The road would be detrimental to wild life and to the environment generally (materials used etc) The dangers that we are in from a warming planet should inform our future actions, and we know that road building is something to avoid

Yours sincerely,
Susan Hipkiss

Susan Hipkiss

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 23 January 2023 08:59:04

From: Sushila Dhall <info@sg.actionnetwork.org>
Sent: 19 January 2023 10:47
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

We strongly object to the HIF1 road scheme for the following reasons:

1. It costs a lot at a time when we are told there is not enough money for pavement widening and other schemes to encourage walking, subsidising of public transport, and reduction of car dependency.
2. It will encourage people to drive, burning petrol and diesel at a time when we face the biggest threat ever in the form of the Climate Emergency.
3. It is contrary to local policies to put walking, cycling and bus use at the top of the transport hierarchy.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It also breaches Greenbelt policy at a time when wildlife is under severe threat.

Please see that all the fine policies in the world will not stop the degradation of the environment we all depend on if actions do not follow words.

Yours sincerely,

Sushila Dhall
Chair, Oxford Pedestrians Association

Sushila Dhall

[Redacted signature block]

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

From: Tara Tripp <info@sg.actionnetwork.org>
Sent: 21 January 2023 22:09
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

1. It is not financially viable.
2. Nuneham Courtenay is a Grade 11 listed village with a unique history. The cottages lining the A4074 do not have foundations and are particularly at risk of damage due to very large HGVs thundering through particularly at night. The speed camera is no longer active and many cars and motorbikes will drive at considerable speed. It will become dangerous for villagers to cross the road as there is no pedestrian crossing.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

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

Yours sincerely,
Tara Tripp

Tara Tripp

[Redacted]
[Redacted]
[Redacted]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:36:30

From: Tara Wood <info@sg.actionnetwork.org>
Sent: 17 January 2023 19:14
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Tara Wood

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 18 January 2023 08:37:23

From: nicolas crombie <info@sg.actionnetwork.org>
Sent: 17 January 2023 15:41
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

I object to the HIF1 road scheme as it will destroy and significantly harm an important heritage and wildlife corridor down the river Thames. In addition it will encourage the growth of suburban sprawl and commuting by road instead of investing in high quality sustainable employment in our local towns and villages

My understanding is also that

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

and that the proposal is contrary to the National Planning Policy Framework policies for sustainable development and the Local Plan policies of the relevant planning authorities

In addition the proposal will contribute to down river flood risk

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

Yours sincerely,

Nicolas Crombie

nicolas crombie

[Redacted signature block]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to planning application R3.0138/21
Date: 16 January 2023 11:56:18
Attachments: [Noise Impact HIF1 \(Appleford\).pdf](#)

Hi Emily

An objection.

Sylv

From: John Boumphrey <john.boumphrey@gmail.com>
Sent: 16 January 2023 09:22
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to planning application R3.0138/21

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

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

Dear Ms Catcheside

I am writing to object to the above planning application in Appleford, on the basis of noise impact.

The Planning Officer at the Vale has added his voice to concerns from village residents, noting that the impact of noise from an elevated road so close to the village. His note refers to the number of residents of affected dwellings that will experience significant adverse effects. He also refers to HIF's intrusiveness and questions the alignment chosen and that consideration should be given to moving it west.

It is clear noise will affect at least 50 properties (1/3 of the village) - Main Rd (South), Main Rd (North), Chambrai Close with possible ingress east of Church Street. The attached indicative drawing shows the possible effect of road and rail noise on the village, which is significant, and on this basis, I wish to register my objection to the proposed planning application

Best regards,
John Boumphrey

[Redacted signature]

[Redacted signature]

--

[Redacted signature]

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Please do not go ahead with HIF1: - I object to R3.0138/21
Date: 10 January 2023 13:32:04

Hi Emily

Another objection.

Many thanks.

Sylv

Sylvia Bareham

PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place

PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: 07392318905

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

From: Zuhura Plummer <info@sg.actionnetwork.org>
Sent: 10 January 2023 12:14
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Please do not go ahead with HIF1: - I object to R3.0138/21

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

Ms Emily Catcheside,

Dear Cllr Leffman and Ms Catcheside,

I'm writing in a personal capacity to express my strong objection to the HIF1 road scheme for a range of reasons. It flies in the face of the Alliance's otherwise excellent commitment to the climate emergency. As a development it will be extremely carbon intensive - I have heard similar to the county's council's entire emissions for a year, in concrete alone.

You know it is not financially viable, that it will increase congestion, that it is contrary to Oxfordshire's LTCP to reduce car usage and that it breaches Greenbelt policy.

Please drop it and explore more financially and environmentally sustainable alternatives which will be considerably cheaper.

Yours sincerely,

Zuhura Plummer

Zuhura Plummer

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

Ms Emily Catcheside
Planning Department
Oxfordshire County Council
Emily.Catcheside@Oxfordshire.gov.uk
Objection to HIF1: planning application R3.0138/21

Objection:

The applicant's designs are not likely to meet either Didcot or Oxfordshire requirements. Let alone national guidance and policy and implicitly any global objectives.

Why?

The consistent use as a source for design of the Design Manual for Roads and Bridges (DMRB) may well succeed in 'passing' a WebTAG' assessment but guarantees that car-use will be maximised in this supposedly 'housing land release' project. It achieves this questionable goal:-

- By segregating roads from development rather than embedding a connecting road within the places served,
- by eliminating facilities directly accessible from the road

It therefore obliges use of a car to reach places and, even with provision of cycling facilities (subservient to the road), this design approach lessens the likelihood of a bike being seen as a legitimate transport mode.

For example (Didcot HIF1 Design and Access Statement Part 4.pdf with 11 references to DMRB (and not only)), even bus-stops are located according to Trunk Road guidance rather than being designed to be most convenient for users. The project goes against guidance since the 90's¹ that proposed the design of a place first and the road then designed to enhance the place. This use of DMRB militates against any hopes for sustainable travel in "Didcot Garden Town".

The new philosophy in Manual for Streets, of maximising connectivity and consequently, a development design focused on permeability and accessibility for all modes, is ignored in the designs produced.

Being clearly, overtly, based upon the DMRB for motorways and Trunk Roads a barely concealed consequence is that the road is conceived as an Oxford south-east bypass, connecting A34 and the M40 east of Oxford.

A design for a place which minimises the need to use a car needs to be the basis of a much-needed expansion of Didcot and not this car-trip generating project.

Yours sincerely,

Graham Paul Smith
Cycling UK local rep, Cyclox, Oxfordshire Cycling Network. 5 Western Rd, Oxford, OX1 4LF

¹ [Places, streets and movements - a companion guide to Design Bulletin 32: residential roads and footpaths](#), 1998

From: [REDACTED]
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: HIF1 road proposal
Date: 17 January 2023 11:56:22

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

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Dear Ms Catcheside,

I would be most grateful if you could convey my objection below to the Planning Officer and the Leader of the County Council:-

"Building the proposed HIF1 road would be incompatible with the policies in Oxfordshire County Councils' own Local Transport and Connectivity Plan, and with their stated aim to reach net zero. I therefore **object** to the proposal."

With many thanks!

Yours sincerely,

Rosalind Kent [REDACTED]

From: [REDACTED]
To: [Catcheside, Emily - Oxfordshire County Council](#)
Cc: [Planning - E&E](#)
Subject: HIF1 Scheme R3.0138/21
Date: 19 January 2023 21:18:19

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

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

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

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

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

Thomas Knollys

[REDACTED]

[REDACTED]

From: [Ian Palmer](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: Objection to planning application R3.0138/21
Date: 02 December 2022 14:59:01

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

Dear Ms Catcheside

I am writing to **oppose** the planning application **R3.0138/21** for the HIG1 road scheme .

- This application is not compliant with OCC's own policies, plans and guidelines and breaches green belt.

HIF1 is totally at odds with OCC's Local Transport and Connectivity Plan and its commitment to tackling climate change by delivering a net zero transport network.

This road will induce and increase car journeys and generate 288,000 tonnes of CO2 during construction plus a further 23,000 tonnes annually from traffic emissions.

Non-compliance will leave OCC open to legal challenge.

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

- This road will be a blight on our countryside, climate, and natural habitats.

OCC, South Oxfordshire DC and Vale of white Horse DC have all declared climate emergencies. OCC declared an ecological emergency in 2021.

This road will completely undermine these targets by increasing emissions at the very time we urgently need to reduce them. To continue with this road calls into question the climate emergency declarations and the commitment to saving our planet.

The HIF1 road is also against OCC policy for all new development to be carbon neutral. This is a large complex project with cannot possibly achieve carbon neutrality.

- The road is positioned too close to Appleford-on-Thames and will have a detrimental affect on residence with noise and pollution.

This road if allowed to processed will damage the health and wellbeing of residents. This road will affect the whole of the village, the elevated road and flyover bridge will exacerbate not only traffic noise and pollution but existing rail noise.

- The HIF1 road is supposed to support housing development yet is has been designed as an arterial link for the A34 to the B4015.

This is basically a South Abingdon bypass to east Oxford and the M40 which will bring a large increase in volume of commercial traffic causing significant impact to the villages along the route.

- There has been no public discussion on alternative infrastructure that can deliver new housing development other than this new road.

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

The chosen design will create traffic congestion and divert traffic to create rat runs locally.

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

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

I therefore oppose this application and ask OCC to look to alternatives which have less of an impact on our climate, residents and natural habitats.

Yours sincerely

Mr I Palmer

[Redacted]
[Redacted]
[Redacted]

December 2021, sent by email
to: emily.catcheside@oxfordshire.gov.uk
cc: Richard Webber

Reference: Objection to Planning Application R3.0138/21.

Dear Ms. Emily Catcheside,

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

1. The Oxfordshire green belt was instated for good reasons, and must be defended.
2. In that the proposal new road and works are to facilitate development at Culham, the traffic model appears to significantly underestimate and complete fail to mitigate the additional load on Abingdon. The one-way system and venerable Abingdon bridge were at breaking point already.
3. 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 a height (30ft / 10m) no mitigation will prevent the spoiling of the local area. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. This includes irrevocable destruction of the current view across the wetlands both habitat to and from Sutton Coudenay, and the quiet nature of the Thames Path.
4. The applicant's traffic and noise modelling data made public is not convincing nor balanced. Acceleration from the roundabout between Appleford and Sutton Courtenay, particularly from HGVs, risks creating large noise and pollution impacts contrary to OCC and national environmental targets. New information, such as the proposed road's location and the likely use of the road by 100s of HGVs adjacent industrial units, was only provided late stage; and apparently only after detailed modelling and questions were provided by the public during the consultation process.
5. The consultation process appears to have been only nominal, with civil servants and their agents going through the motions yet openly stating that the input of Appleford residents and the council is unlikely to make any difference. OCC and their agents may have been placed under undue time pressure by historic agreement with central government to draw up plans, leading to improper consultation particularly given the public health and environmental changes in the last 2 years.
6. Apparently the objective of the road is to support Culham housing development, yet it is drawn as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will facilitate large volumes of commercial traffic. This will adversely impact use of the road for existing and any future residential properties.

I support the position of Appleford Parish Council, who, along with four further affected parish councils have major concerns with the proposed plans. My separate views as a local and national taxpayer are strong, but not for this letter.

Please note and duly consider my objection to this application; and I urge the Councillors to reject the proposed plans accordingly.

Yours sincerely,

Jacob Shepherd

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

Also by email to: planning@oxfordshire.gov.uk

30 November 2022

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

Direct Line: 0117 930 9572
Direct Fax:
Email: fquartermain@thrings.com

Dear Sirs

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

As you are aware we are instructed by Mrs Jacqueline Mason ("our Client") of [REDACTED], Clifton Hampden. [REDACTED] is a grade II listed building set to the south of the existing A415 Abingdon Road. Our Client is aware of the additional information which has been submitted in support of the above application ("the Application"). We have reviewed this information and our Client continues to have significant concerns in relation to the effect of the Application on [REDACTED] and as such we are instructed to restate the objection to the Application. In the interests of brevity we will not restate the background to this objection, which is set out in our first letter of 7 December 2021, and which should be read in conjunction with this letter.

Registered office and postal address at: 6 Drakes Meadow ▪ Penny Lane ▪ Swindon ▪ SN3 3LL ▪ Tel: 01793 410800

Email: solicitors@thrings.com ▪ www.thrings.com Offices also in Bath, Bristol, London and Romsey

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The Additional Documents

1. The Applicants have provided an additional suite of documents in order to address a request made by the Council under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Consequently, it is apparent that the Council have concerns that it is unable to properly reach a reasoned conclusion on the likely significant effects of the proposed development.
2. In particular, the additional documents perpetuate the confused approach that has been taken by the Applicants towards [REDACTED]. The revised “EIA Addendum Summary” which has been provided details that the Applicants now agree that it was inappropriate to scope out [REDACTED] from the submitted ES. This implicitly confirms that the Applicant confirms that the proposed development will have an effect on the status of [REDACTED] as a designated heritage asset.
3. However, it is unclear what actual assessment has been carried out. The addendum to “Chapter 7: Cultural Heritage” amounts to a couple of limited paragraphs which, at best, set out a pre-determined conclusion which amounts to “scoping out” the effects again.
4. Of particular concern is the fact that the additional text in the revised Chapter 7 fails to identify that the area of the proposed development sits within the setting of [REDACTED]. This failing fundamentally infects the conclusion (that there are negligible impacts on the setting of Fullamoor Farmhouse) meaning that those conclusions cannot be relied upon.
5. Further, the additional information appears to make unsupported assertions that there is no difference in character between the Site as it currently exists (informal amenity space outside of Culham Science Centre) and as is proposed (with a significant infrastructure project running through). As a matter of fact, this represents a significant change which has fundamental effects on the heritage impacts of the scheme.
6. Finally, the limited assessment that has been carried out suggests that there will be benefits in terms of noise. This conclusion appears to have been made without any data to back it up and is set out in terms that suggest it is conditional on design issues around the façade and floor finish. If design details are to provide mitigation which is being taken in to account when assessing environmental impacts, those mitigations must be built-in to the scheme, or at the very least, conditioned as part of the scheme.
7. In this case, the mitigations are merely assumed, and therefore have no place in an assessment of significant impacts.
8. It is also notable that, despite being offered the opportunity to address concerns raised about the impacts of the proposed development on our Clients property, no response has been forthcoming on the issues of vibration, lighting, safety and access, and landscaping.

Consequently, despite the additional work done by the Applicant, the Council is still unable to reach a robust conclusion on the effects of the proposed development on [REDACTED].

Conclusion

9. It is incontrovertible that the Council is subject to the statutory duty to have special regard to the protection of heritage assets as set out in the Planning (Listed Buildings and Conservations Areas) Act 1990. Further, it is well established that both local policy and the NPPF require that the heritage designations at [REDACTED] must be considered in relation to the Application.
10. Despite this statutory duty, [REDACTED] is still broadly ignored as part of the application. The Applicants give lip service to the impacts of the development, but fail to understand, or even attempt to understand, the significant impacts that the development will have.
11. Based on the documents provided with the application, it is impossible for the Council to reach any robust conclusion which includes a “special regard” for the preservation of [REDACTED]. As such, any decision taken will remain liable to challenge in the Court.
12. Given that this application represents a significant departure from the adopted local policy and therefore enjoys very limited policy support it is apparent that the Council is required to refuse permission for the proposals.

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

Yours faithfully

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

Thrings LLP

Emma Bowerman
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

By email to planning@southoxon.gov.uk

8 June 2023

Your Reference: P23/S1564/CM
Our Reference: FMQ/M8040-1

Direct Line: [REDACTED]
Direct Fax: [REDACTED]
Email: [REDACTED]

Dear Sirs

P23/S1564/CM - Submission of Further Information in relation to the application for planning permission for the Clifton Hampden Bypass

As you are aware, we are instructed by Mrs Jacqueline Mason (**"our Client"**) of [REDACTED], Clifton Hampden. [REDACTED] is a grade II listed building set to the south of the A415 Abingdon Road. The proposed Clifton Hampden Bypass site is within the setting of [REDACTED]. Our Client is aware of the Regulation 25 information submitted with to the P23/S1564/CM application and wishes to raise the following concerns:

Updated Biodiversity Net Gain Assessment Report ("BNG Report")

Our Client understands from the BNG Report that there is a proposed embanked section along the south side of the roundabout and overall there appears to be positive changes regarding BNG and landscaping around the proposed scheme. It is understood that a detailed landscape design is being prepared. However, our Client seeks reassurance that the present hedgerow that the Fullamoor Farmhouse boundary will be retained and preserved during construction and operation of Clifton Hampden Bypass. We also note that in discussions between our Client and the Council for the purposes of the compulsory purchase of land to facilitate the proposed development it has been asserted that the detailed landscape drawings have been prepared and submitted. The Council needs to be clear that the detailed plans are appraised if they have been prepared and consideration is not left for a later stage inappropriately.

Chapter 10 - Noise and Vibration

Table 10.10 of Chapter 10 describes receptor M8 as Fullamoor Farm, it is understood that this reference is to [REDACTED]. It ascribes the noise levels recorded at the rear of [REDACTED]

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Email: solicitors@thrings.com • www.thrings.com Also in Bath, London, Romsey and Swindon

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██████████ (rather than the noise level for the façade of the ██████████ facing the A415). It highlights marginally less noise than predicted that our Client should experience. The noise modelling diagrams under the Application Plans **show a general reduction in noise vs a "do nothing" situation**. However, it continues to note in Chapter 10 that the impact of the noise reduction depends on the floor and facade which is far too ambiguous. Overall, Chapter 10 fails to provide details of the noise levels to expected in the future. It should be noted that some of the bedrooms at ██████████ face north towards the A415, including the master bedroom, and are at a higher level in the proposed construction. Therefore, these bedrooms are more exposed to road noise from the A415 and our Client is concerned that description of the noise impacts is too ambiguous to alleviate worries regarding noise and vibration.

Chapter 7 - Cultural Heritage

Our Client is concerned that Chapter 7 remains incorrect in its description of the relationship of the land to the north of Fullamoor Farmhouse. Chapter 7 at paragraph 7.10.36 states *“Historically the farm’s landholding extended beyond Abingdon to the north, although there was not a visual connection between that land and the farmhouse due to the intervening farmstead buildings”*. While the visual link may have been limited by farmstead buildings as perceived from the old OS map of 1912, it is not clear how high these farmstead buildings were relative to ██████████; an earlier map from 1875 suggests a much more limited farmstead - see fig.1 below:



Fig.1

Several aerial photographs taken in 1935 of the farmhouse by Major Allen, held in the archive of his work at the Ashmolean Museum, show an open visual link between the farmhouse and the land to the north, prior to the development of the airfield (subsequently the Culham Science Centre site). Below are 390 (fig.2), 391 (fig.3) and 392 (fig.4) from Major Allen's photograph collection



Fig.2



Fig.3



Fig.4

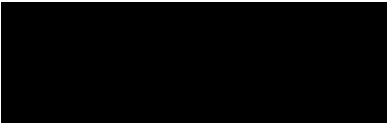
In the light of this, the application still significantly fails to appreciate the impact of the proposed development on the setting of Fullamoor Farmhouse.

Lighting Impacts

Our Client has reviewed and understand that the light spill diagrams look positive. The existing lighting columns directly outside Fullamoor Farmhouse were put in place for the pedestrian crossing in the middle of the highway and there is no requirement for these lights as the highway is stopped up at that point). Our Client requests that these are removed in compensation for the increased lighting along the new section of road. Further, it is apparent from the information that the new lighting columns are intended to be 10m in height. This will have a significant visual impact on our Client. Similar lighting could be achieved with lighting columns reduced to 5m which would significantly allay the visual impact on [REDACTED].

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

Yours faithfully

A large black rectangular redaction box covering the signature of the sender.

Thrings LLP

From: [Planning - E&E](#)
To: [Catcheside, Emily - Oxfordshire County Council](#)
Subject: FW: Objection to HIF1: planning application R3.0138/21
Date: 10 January 2023 08:17:04

From: Judith Holland <info@sg.actionnetwork.org>
Sent: 09 January 2023 15:09
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

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

Yours sincerely,

Judith Holland

[Redacted signature block]

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

Also by email to: planning@oxfordshire.gov.uk

7 December 2021

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

Direct Line: 0117 930 9572
Direct Fax:
Email: fquartermain@thrings.com

Dear Sirs

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

We are instructed by Mrs Jacqueline Mason ("our Client") of [REDACTED], Clifton Hampden. Fullamoor Farmhouse is a grade II listed building set to the south of the existing A415 Abingdon Road. Our Client is aware of the **above application ("the Application")** that has been made for extensive infrastructure works on a linear site passing very close to [REDACTED]. In particular works relating to the Clifton Hampden bypass occur on land directly adjacent to our Clients land. The Application has been submitted by Oxfordshire County Council ("**the Council**"). Although our Client is broadly supportive of the principle of new infrastructure, including in this location, the Application raises a number of significant concerns in relation to [REDACTED] and as such we are instructed to object to the Application.

Legal Background

1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 also states that the authority dealing with the planning application should have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.
2. As the proposed works cover land in two local authority areas, the adopted development plan for the purposes of the application are the South Oxfordshire District Council Local Plan 2035 (adopted December 2020) and the Vale of the White Horse District Council Local Plan 2031 Part 1 (adopted December 2016) and Part 2 (October 2019).
3. **In addition, the National Planning Policy Framework (“NPPF”) sets out** the Governments planning policies for England and is a material consideration in determining a planning application.

The Application

4. The Application seeks to make use of a capital grant provided by central government under the Housing Infrastructure Fund. The Council was granted £218 million in funds for works to unlock development in and around Didcot known as the Didcot Garden Town Housing Infrastructure Fund. The Council has now submitted the Application for a substantial highways development linking the A4130 at Milton Gate Junction with the A415 north of Clifton Hampden. This includes:
 - 4.1. The dualling of the A4130 carriageway from the Milton Gate Junction eastwards, including the construction of three roundabouts;
 - 4.2. A road bridge over the Great Western Mainline and the realignment of the A4130 to the north east of the proposed road bridge;
 - 4.3. The construction of a new road between Didcot and Culham including the construction of three roundabouts, a road bridge over the Appleford Railway and a road bridge over the river Thames;
 - 4.4. **The construction of a new road between the B4015 and the A415 (“the Clifton Hampden Bypass”), including the provision of one roundabout and associated junctions; and**
 - 4.5. Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and **sustainable drainage systems. (together “the proposed works”).**
5. The proposed works will occur over a large linear site. The Application seeks consent for EIA Development as defined by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As such, the Application has been submitted with a suite of documents

prepared by Aecom, including an Environmental Statement. These documents have all been reviewed in the preparation of this objection.

Objections

6. The Suite of documents that have been presented with the Application are deficient in a number of ways. In particular, significant issues arise from the approach of the Council to heritage assets which will be affected by the proposed works.

Heritage

7. The Application documents highlight a large number of heritage assets which exist near the proposed works. There is no consistency in the way that these assets are dealt with. Of particular concern to our Client is the approach to [REDACTED]. Whilst it is mentioned as a heritage asset in the vicinity of the Clifton Hampden Bypass, the reports are largely silent on the effect that the proposed works will have on its status as a heritage asset, or on its setting.
8. It should be uncontroversial that the Council is subject to the statutory duty to protect heritage assets as set out in the Planning (Listed Buildings and Conservations Areas) Act 1990. Further, it is well established that both local policy and the NPPF require that the heritage designations at Fullamoor Farmhouse must be considered in relation to the Application.
9. Despite this statutory duty, which includes a requirement to have **“special regard” to preserving** all heritage assets and their setting, [REDACTED] is broadly ignored.
10. As a result, our Client has commissioned a heritage report which is designed to fill in the blanks left by the Council’s own works. Given the limited timescale provided for consultation in relation to the Application, it has not been possible to prepare these representations to accompany this letter. However, this report will be available in January 2022 and will be submitted to the Council in order to inform the final decision in relation to the Application.
11. We do not want to pre-judge the content of this specialist report and will write further when the results are available. However, it is clear that the current reports are deficient and so any grant of planning permission in relation to the Application would be contrary to the statutory test set out at s66 of the Planning (Listed Buildings and Conservations Areas) Act 1990 and therefore amenable to challenge.

Other issues

12. As well as being largely unassessed in the context of a heritage asset, the impacts of the proposed works on [REDACTED] also give rise to significant amenity impacts. These impacts are not currently sufficiently addressed within the Application and so give rise to objections in their own right.
13. Our Client has four major areas of concern. We will deal with each in turn here:

Noise and Vibration

14. This issue has two aspects. First, the construction impacts, and second the increased traffic and vehicle movements which will follow the opening of the new road.
15. In relation to the construction impacts it is accepted that these are somewhat unavoidable. As stated above, our Client is not fundamentally opposed to infrastructure works of this type, or broadly in this location. However, there needs to be substantial and significant mitigations secured through a Construction and Environmental Management Plan (CEMP). Our Client would welcome the opportunity to consult further on the specific mitigations contained within any document which is secured by conditions.
16. The operational impacts are a separate issue. Whilst the impact of the new road will, ostensibly be to take the main body of traffic further away from our Client this is a superficial response. As a matter of fact the proposed works are designed to facilitate a significant increase in traffic numbers. This will exacerbate existing impacts and have a significant detrimental effect. Given that [REDACTED] is a Grade II listed building, these impacts cannot be easily mitigated by our Client (for example through modern double glazing) and so under the agent of change principle which is enshrined in national policy, must be addressed by the Applicant.
17. Further, whilst the current road layout sees a number of junctions nearby, the introduction of a roundabout adjacent to our Clients house will increase acceleration noise and therefore introduce a new, significant amenity impact.

Lighting

18. Again, this issue primarily relates to the introduction of a roundabout in to the A415. This will necessitate the creation of lighting which is currently largely absent.
19. This lighting will have a number of impacts in terms of habitats, as well as in terms of visual impacts for occupiers and other locals which do not seem to have been appropriately assessed. Whilst our Client has not, at this stage, commissioned her own habitats and ecology reports this may become necessary should her concerns not be suitably addressed. It should be apparent that whilst there may be a safety justification or requirement for the lighting on the new road suitable controls on the luminescence, height, and direction of the lighting must be imposed.
20. The current justification from the Council is significantly deficient in this regard. Indeed, the Application seems to misunderstand or deliberately misstate the baseline for assessment of the impacts. The Application makes reference to existing lighting being relevant as a consideration here, however this lighting is a recent addition and has had an increasing negative impact due to creeping and uncontrolled changes. This style of lighting is not a suitable justification for a substantial increase and the introduction of significant new light pollution.

Safety and access

21. One aspect of the proposals which concerns our Client the most is the downgrading of the existing A415 in to an accessway. The current design provides opportunity for uncontrolled

parking and the ability for gypsies and travellers to use it as a layby for periods of time. These legitimate concerns must be dealt with by the Council as part of their assessment of the proposed works. It is not sufficient to dismiss these concerns as a part of a balancing exercise of public good against private harm.

22. In addition, whilst the retention of a footpath and cycle way will ostensibly link Clifton Hampden with the railway line, it is clear that the proposals do not represent any improvement. In particular there is no proposed safe crossing point between the “downgraded” A415 and Culham Station. Any suggestion that people should travel up north to the new road and turn left to the Station ignores all rational desire lines. Safe sustainable transport links require a controlled crossing at the roundabout.

Landscaping and Trees

23. The current scheme sees a number of trees removed and the creation of a number of drainage and attenuation ponds.
24. It is not clear from the application documents that suitable mitigation is proposed for the impact this will have on the landscape in general, or on our Client in particular. The landscape and visual impact assessment will play a key part in assessing heritage damage to our Clients property. Indeed, it is apparent that the existing planting which is to be removed already plays a key role in screening the modern science park from [REDACTED], which assists in preserving its setting
25. Again, our Client has not, at this stage commissioned their own Landscape and Visual Impact Assessment as it is incumbent upon the Council as applicant to justify its position. If further changes and/or clarifications are not offered it will be necessary to review the situation in this regard. In the absence of more details any decision taken by the Council in relation to the Application will be amenable to challenge.

Conclusion

26. Whilst the application documents pay lip-service to the statutory requirements in relation to heritage assets, those documents fail to address significant concerns that arise from the proposed works. Based on the documents provided with the application, any decision taken will be liable to challenge in the Court.
27. Even beyond heritage impacts, there are significant amenity impacts which would constitute policy-based reasons for refusal. It is submitted that these concerns represent material considerations that outweigh any policy support and in its current form, the Council is required to refuse permission for the proposals.

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

writer on the above contact details.

Yours faithfully

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

Thrings LLP

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

By Email planning@oxfordshire.gov.uk

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

Dear Emily,

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

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

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

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

Continued 2

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

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

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

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

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

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

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

Yours sincerely,



Gareth Roberts
Director

[G R Planning Consultancy Ltd](#)

M: 07821 2581781

Enc – GRP Letter to OCC dated 9 December 2022

Your Ref: R3.0138/21
Our Ref: GR660
Date: 9 December 2021

By Email planning@oxfordshire.gov.uk

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

Dear Emily,

Planning Application Ref. R3.0138/21 – HIF 1 Scheme

I refer to the above application submitted by AECOM on behalf of Oxfordshire County Council (OCC). I act on behalf of Mays Properties Ltd (MPL). My clients have instructed me to submit the following representations to the application. These are submitted to assist OCC in determining this application and sets out the basis for my clients qualified support for the application as submitted.

1) MPL Development Site at Milton Interchange

My clients, MPL, are the freehold owners of a site comprising 1.7 hectares (4.2 acres) located to the south of the A4130 and to the east of the Milton Interchange Junction with the A34 (T). Part of MPL's site is included within the 'Redline Boundary' to the current application (AECOM drawing No. 0001/Rev.PO2 (Sheet 1 of 19) refers).

My client's site benefits from detailed planning permission for a new 'T' junction to the A4130 (ref. P14/V0087/FUL) on which a material start has been made in implementing this new road junction on MPL's land (Road Junction Consent). The site also benefits from detailed planning permission for a development of roadside services comprising a hotel, restaurants and drive-thru's (ref. P15/V2880/O as varied by P18/V2139/FUL, and reserved matters approval ref. P19/V0008/RM as amended by P20/V0657/RM) (Roadside Services Consent).

As you may be aware, my clients have been in detailed negotiations with adjoining landowners and OCC's Transport Officers over the delivery of a new roundabout on the A4130 (referred to as Backhill Roundabout) and the widening of the A4130. Both proposals now form part of the submitted HIF 1 application, as shown on AECOM drawing No. 0001/Rev.PO2 (sheet 1 of 19).

Continued 2

2) Representations to HIF 1 Application

My clients strongly support the submitted application, specifically the widening of the A4130 to the north and east of their development site and the provision of the new Backhill Roundabout. However, that support is subject to the following conditions:

- a) That OCC must respect the part implemented Road Junction Consent on MPL's development site in the event that, for whatever reason, OCC fails to deliver the proposed Backhill Roundabout, the south western arm from that Roundabout and the proposed access links from that new arm into the MPL development site.
- b) That OCC must respect and protect the Roadside Services Consent obtained by MPL through ensuring that the proposed highway works, in this location, do not encroach any further south than the 'sacrosanct line' agreed with OCC Officers at the pre-application stage. We have assumed that this agreed 'sacrosanct line' is reflected by the southernmost extent of the proposed highway works shown on AECOM drawing No.0001/Rev.PO2.
- c) That OCC must provide confirmation, before the HIF 1 application is determined, that the 'Redline Boundary' shown on AECOM drawing No.0001/Rev.PO2, which extends south of the agreed 'sacrosanct line' on the MPL development site, does not represent the extent of any proposed highway works, but shows, as OCC Officers have confirmed, the extent of land that may be required to facilitate the construction of the proposed highway works. Also, that, if required for that purpose, OCC confirm that they would make good the condition of the land on completion of the highway works and return the land to MPL to enable them to implement their development proposals, in accord with a licence between the two parties to only utilise this part of MPL's site on a temporary basis for construction purposes.
- d) That OCC provide confirmation, prior to the HIF 1 application being determined, that the two new accesses to the MPL development site, from the new south western arm to the Backhill Roundabout, shown on AECOM drawing No. 0001/Rev.PO2, will extend five metres beyond MPL's eastern site ownership boundary and thus into MPL's site ownership, to reflect the agreement reached with OCC Officers at the pre-application stage.
- e) That OCC provide confirmation that MPL, its tenants and its successors in title will have unfettered rights of access from its consented development to the A4130 via these new access links, the new access arm and Backhill Roundabout.
- f) That in the event of MPL bringing forward revised proposals for their development site, including a revised mix of land uses, which require amendments to the proposed access links from the south western arm of the new Backhill Roundabout (as shown on AECOM drawing No. 0001/Rev.PO2), that OCC will work closely with and positively with MPL to secure those changes to the HIF 1 scheme.

The negotiations that have taken place between my clients and OCC have also led to an agreement, in principle, over the delivery of the proposed HIF 1 highway works in this location. To secure the latter, a triangle of MPL owned land, on the north eastern boundary of their development site, will be acquired by OCC. This arrangement will form the basis of a Conditional Land Sale Agreement (CLSA),

between MPL and OCC, that MPL's Solicitors are currently drafting. If agreed, this CLSA would avoid the need for this triangle of land to be acquired through the use of Compulsory Purchase Powers (CPO).

The EZ2 Enterprise Zone landowners have also agreed the principle with OCC that, at the point in time when the new Backhill Roundabout access arm and links to the EZ2 Enterprise Zone are fully delivered, along with unfettered rights of access, these will replace the northernmost element (the 'T' junction) of the part implemented Road Junction Consent.

We have highlighted these matters as they are central to the deliverability and viability of MPL's development site, which forms part of the Didcot Growth Accelerator Enterprise Zone and thus are material considerations in determining the HIF 1 application. It will be imperative and essential that the land value assessment, of the land that OCC need to acquire to deliver the Backhill Roundabout and unfettered access from this to the MPL development site, whether by agreement or by the use of CPO powers, fully recognises, reflects and takes into account the development value of both MPL's triangle of land and the significant value of its part implemented, and proceedable Road Junction Consent.

3) Summary & Conclusion

My clients strongly support the submitted application, specifically the widening of the A4130 to the north and east of their development site and the delivery of the new Backhill Roundabout with associated unfettered links to the MPL development site. That support is subject to the conditions listed in section 2 a) to f) (inclusive). We look forward to reaching agreement with OCC on these points (conditions) and would invite a meeting with the relevant Officers to expediate the required agreements and licence in relation to MPL owned land.

In the meantime, I would, of course, be happy to discuss with you any aspect of my client's representations further or to clarify any part of the submissions that I have made on their behalf.

Yours sincerely,



Gareth Roberts
Director

G R Planning Consultancy Ltd

M: 07821 2581781

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Dorian Grier
Address	
Type of Comment	Objection
Comments	<p>Dear Ms Catcheside</p> <p>Re: Didcot HIF1 Scheme. Planning Application Ref. No. R3.0138/21. Objection following receipt of Regulation 25 Further Information.</p> <p>I strongly object to this proposal and support the comments and conclusions in the CPRE Oxfordshire and the NPC-Joint Committee objections.</p> <p>Lack of accessibility of these proposals has made it difficult to adequately comment on, the detail in the multitude of documents is not clear to see on my computer, despite it having a large screen. As a resident of Burcot, where we have no public transport to anywhere, travelling to Oxford to view said documents is not an option, nor should we have to. Large print, paper copies of these proposals should have been made available to concerned citizens to read in, at the very least, Abingdon and Didcot (and at no cost to us!).</p> <p>1). Prematurity and Green Belt protection.</p> <p>If the HIF 1 scheme is approved this will have the effect of wholly undermining the delivery of part 2 of the LTCP and the aspirations of Policy 52. In addition, the Government has very recently announced that it is dropping housing targets set by central government, permitting local planning authorities to set their own targets. A revised version of the NPPF is currently subject to consultation and it is anticipated that it will be adopted in Spring 2023. The consultation draft includes proposals to review Housing Delivery Tests, and a relaxation of 5 year Housing Land Supply (HLS) targets, whilst placing greater emphasis on sustainability in all areas, including housing and infrastructure.</p> <p>This road will not sort out the issues that 3500 houses at Culham and 1700 at Berinsfield will create and stopping the project at Golden Balls, with no consideration for the chaos which will be created in Nuneham Courtney and towards Stadhampton doesn't even come into consideration (but it should). It is clearly the OxCam Expressway by stealth.</p> <p>With Oxford City now a no go area, Didcot is quickly becoming inaccessible for nearby rural villagers as well. Instead of the promised utopian Didcot Garden Town, thousands of characterless houses are being crammed onto Green Belt and traffic congestion in Didcot worsens by the day. There is no sustainable transport; I wouldn't want to be a mum with a pram at the new estates - perhaps 2 miles from the city centre. Not exactly the cutting edge of innovation and design which Oxford credit itself with, Didcot has been failed.</p> <p>We are dealing with an assault on our rural communities and even a delay and proper look at this proposal, at a time when some councils are (democratically) reneging on any previously agreed plans on removing Green Belt for development, is timely. The SODC Local Plan, which was fought tooth and nail by local residents, was pushed through by Jenrick against planning law and Green Belt protections. Would that the SODC, who were voted in in May 2019 specifically to stop the concreting over of the Oxford Green Belt and to protest and amend the Local Plan prior to Inspection, followed the examples of South Staffordshire, Mole Valley Surrey and Horsham and Teignbridge and fulfilled their democratic mandate.</p> <p>"South Staffordshire Council has announced that it will not be submitting its draft local plan to the Planning Inspectorate (PINS) for examination until it has received clarification on proposed changes to the NPPF, which were published for consultation prior to Christmas. The draft plan, which was published in October 2021, includes a housing target of 8,881 homes between 2018 and 2038. This figure comprises South Staffordshire's own housing need for 4,131 homes and a 4,000-home contribution towards the unmet needs of the neighbouring Greater Birmingham housing market area. The 8,881 dwellings are also more than double the target in the council's adopted core strategy of 3,850 new homes between 2006 and 2028.</p> <p>In addition, a 297-hectare employment site is allocated in the draft plan on green belt land for a strategic rail freight interchange, which was given a development consent order by the secretary of state for transport in 2020.</p> <p>The district council has said it requires clarification regarding the draft NPPF's revisions surrounding the requirements for local planning authorities to consider neighbouring authorities' housing needs in their plans and releasing green belt land for development.</p> <p>In addition, a 297-hectare employment site is allocated in the draft plan on green belt land for a strategic rail freight interchange, which was given a development consent order by the secretary of state for transport in 2020.</p>

The council's announcement was hailed on Twitter by South Staffordshire's Conservative MP Gavin Williamson, the former education secretary, as "absolutely the right decision". He wrote: "The pause provides an opportunity for us to see what the new guidance will be, and hopefully for the council to rethink housing numbers in the local plan and protect as much green belt land as possible." South Staffordshire's move follows an announcement last week by the Surrey council of Mole Valley that it is proposing to ask for the removal of all green belt sites from its submitted draft local plan, citing recently published proposed changes to the NPPF. Last month, Horsham and Teignbridge councils postponed meetings to consider the next stages of their respective local plans, citing Michael Gove's ministerial statement on 5 December 2022 in which the levelling up secretary signalled greater leeway for local authorities over determining housing need levels and green belt releases."

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

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

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

3). Financial implications. The estimate of 300 million for a 9 mile road and a supremely ugly bridge, is estimated to go over by at least \$30 million now which will land solely with Oxfordshire taxpayers. Any interest, overruns, inflation will all be Oxfordshire taxpayers' DEBT.

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

"S Oxon

Conclusions:

Bridge

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

Landcape/Forestry

Conservation

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

Environmental Protection Officer (noise and vibration)

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

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

Vale similar:

Trees and Hedges

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

Acoustic Barriers and Noise

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

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

Forestry

Conclusion:

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

Core Policies 37 and 44 of the Local Plan 2031 Part 1;

Paragraphs 131 and 180 of the NPPF; and,

BS 5837, 2012 Trees in Relation to Design, Demolition and Construction.

Landscape

The extent of planting mitigation proposed remains inadequate, figures included in 9.6 of the Aecom EIA Regulation 25 response document, show that for the scheme overall there will be over 5000m2 more tree cover lost than planted, which is not acceptable. This would be contrary to Core Policy 44 of the local plan."

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

Received

21/01/2023 16:15:31

Attachments

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Miss Michaela Haider"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>This major development would blight our countryside, harm wildlife, damage the climate, and increase traffic congestion on local roads. It is linked to the Vale and South Oxfordshire District Council's five-year housing plans which will bring even more traffic and pollution. It's an out-of-date proposal that will make things worse.</p><p>This scheme would swallow up money that should be spent on alternative transport solutions. The Council would have to borrow 30 million to fund this, which would add interest payments to council tax bills for years to come. Inflation is likely to increase the costs even further.</p><p>Among those negatives:</p><p>The scheme is not viable. It will cause traffic jams and divert traffic to create rat runs locally. Traffic volumes in villages will return to current levels in 10 years, so will only provide short-term relief, no long-term solution. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. The road will damage the health and wellbeing of residents by increasing noise and air pollution. The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 - effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route. It will scar the landscape of the surrounding areas. The application breaches greenbelt policies. All affected councils have declared climate emergencies and set carbon reduction targets. Yet HIF1 is not compliant with these policies and undermines the ability of local councils to reduce carbon emissions quickly enough.</p></div>
Received	<input type="text" value="16/01/2023 13:45:53"/>
Attachments	

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Miss Rebecca Bolton"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I strongly object to the HIF1 road scheme for the following reasons:</p> <p>It is not financially viable. It will increase traffic congestion. It is contrary to local carbon reduction policies. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage. It breaches Greenbelt policy. It will affect the wildlife in the area It will affect the health and well-being of nearby residents with extra noise and pollution. It will tarnish the landscape the landscape of the surrounding areas.</p> <p>The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 - effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.</p> <p>I am also concerned that less damaging and less costly alternatives have not been properly explored.</p> <p>In the drone photo attached you will see a view of where the HIF1 road is proposed from Abingdon to Sutton Courtenay & Culham. At the forefront of the photo you can see the little nature reserves/reservoirs that are a hive of activity with wildlife. Just beyond that is the River Thames, this is a hub of activity and a breath of fresh air for paddle boarders, boaters, wild swimmers and fishermen. We do not want this ruined by noise and pollution where this is currently an escapism for most. Just ahead is Sutton Courtenay which is known for it's charm and beauty, then to the right and beyond you have the desirable village of Culham and Europa School. This is the reason we moved to Culham from Switzerland.</p> <p>From a very concerned Culham resident (about to move to Sutton Courtenay off the Appleford Road, near to the proposed HIF1 road)!</p> <p>Yours sincerely, Rebecca Bolton & Thibault Delafontaine</p>
Received	<input type="text" value="17/01/2023 13:23:01"/>
Attachments	<p>The following files have been uploaded:</p> <p>Drone Photo Appleford Road from Appleford to Culham.pdf</p>

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

The majority of my objections are centred around the new roundabout (at Culham Science Park) leading to the new Clifton Hampden bypass (Landscape Masterplan Sheet 16 of 19 (ES Figure 8.72p)).

Due to the short consultation period I feel unable to spend enough time to go through the rest of the scheme to establish my position on this.

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

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

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

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

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

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

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

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

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

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Adam Grindey"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I object to the HIF1 road scheme for the following reasons:</p><p>1. It is not financially viable.</p><p>The updated financial costs assessment of the HIF1 project was concluded prior to the increased rate of inflation since 2022 Q3, and as such there must be serious doubts about the viability of the budget for the programme of work.</p><p>2. It will increase congestion.</p><p>The widening of the A4130 between Didcot and the A34 will do nothing to ease travel by car, because the two lane section will offer only a short distance of additional road-space, akin to addition car-parking on the highway.</p><p>Over and above that the road scheme will not achieve the aim of better accommodating current levels of traffic, it will have the well-understood effect of inducing demand for travel by car as the only viable travel modality. The Jevons Paradox will apply in this case, exactly as it has across all other road-building programmes.</p><p>The only viable solution to car-based traffic is to encourage modal shift toward active travel between Didcot housing and major local employment centres.</p><p>Given the economic predictions for an extended period of raised cost-of-living, it is irresponsible of the council to condone plans that will lock local citizens into high cost travel as the only viable option.</p><p>3. It is contrary to local carbon reduction policies.</p><p>Fundamentally, road building of this sort is incompatible with the council's Netzero commitments, because of the high CO2 cost of construction, but also because of the long term car-based CO2 emissions that it locks in.</p><p>4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.</p><p>Oxfordshire's plan to reduce car usage was the right plan to adopt, but this infrastructure programme is entirely incompatible with the council's own plan, for the reasons stated above.</p><p>5. It breaches Greenbelt policy.</p><p>I am also concerned that less damaging and less costly alternatives have not been properly explored, that would be compliant with the councils own NetZero and car usage reduction plans.</p><p>Yours sincerely,</p></div>
Received	<input type="text" value="17/01/2023 12:15:30"/>
Attachments	

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Andrew Hull"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I object to this application on the following grounds:</p><ul style="list-style-type: none">- studies show that building new roads does not ease congestion, it creates more traffic- the road would cross green belt land, leading to biodiversity loss- climate change means that we need to reduce polluting traffic, not build more roads- the cost is huge and could be much more productively spent on improving low carbon transport solutions.</div>
Received	<input type="text" value="19/01/2023 21:03:06"/>
Attachments	

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Arek Guzinski"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Support"/>
Comments	<input type="text" value="Didcot Town Council's Planning and Development Committee supports this application and wishes to continue their previous comments."/>
Received	<input type="text" value="16/02/2023 11:24:39"/>
Attachments	

Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr charles leonard"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>The proposed roundabout on Appleford Road, just outside Sutton Courtenay, is a bad mistake. No modelling has been carried on, nor there any evidence as to, the volume of traffic already passing through Sutton Courtenay from/to (as the am or pm case may be) the Drayton Road direction and into/out of Church St. The only measurements have been as to the North/South traffic. This means that while assumptions may be made about the reduction of the North/South traffic (because there will now be alternative access onto the new road for Didcot/Milton Park-based traffic) the notion that this will involve a predictable flow of traffic to/from the proposed roundabout has no basis on the evidence available. It is therefore erroneous to suggest that the proposed roundabout will operate within capacity for any length of time. A model is no better than the information fed into it and in this case there is simply no evidence on an important ingredient.</p><p>Moreover it is not without significance that the traffic officers ignored the specific question about this traffic from/to the West of Sutton Courtenay that was posed by the joint parishes. It was simply ignored and that is because the officers have no answer to it. The roundabout was not part of the original scheme and it a later idea that has been bolted on without consideration of the consequences or attention to what ought to be a rounded evaluation of all relevant traffic flows. The point is also demonstrated by the way in which the Paramics model just peters out at what seems to be a random point along the Drayton Road.</p><p>This lacuna is not in isolation. No consideration has been given to induced demand, a well-known phenomenon of opening up new avenues for traffic. In the present case there is an aggravating element. A moment's thought about the current and longstanding traffic jams around Sutton Bridge will lead to the realisation that there is probably a significant cohort of drivers who currently avoid this route; but who will jump at the chance of an easy access onto the new road through Sutton Courtenay and the roundabout. This village is simply not suited to the current volumes of traffic let alone the additional vehicles likely to be leashed upon it by this ill-considered and mischievous proposed connection to the roundabout.</p><p>Please stop and think.</p><p>In apprehension, CRWL</p></div>
Received	<input type="text" value="24/12/2022 20:13:59"/>
Attachments	