

JOINT STATEMENT OF REASONS

Highways Act 1980

Acquisition of Land Act 1981

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) COMPULSORY PURCHASE ORDER 2022

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT TO CULHAM THAMES BRIDGE) SCHEME 2022

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) (SIDE ROADS) ORDER 2022

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1. INTRODUCTION

The Orders the subject-matter of this Statement of Reasons

- 1.1. Under the provisions of the Highways Act 1980, Oxfordshire County Council (“the Council”) has made:

The Oxfordshire County Council (Access to Didcot Garden Town Infrastructure Improvements – A4130 Improvement (Milton To West of Didcot), A4130 Didcot Science Bridge Link Road, A4197 Didcot To Culham Link Road, and A415 Clifton Hampden Bypass) Compulsory Purchase Order 2022 (“the CPO”);

The Oxfordshire County Council (Didcot To Culham Thames Bridge) Scheme 2022 (“the Bridge Scheme”); and

The Oxfordshire County Council (Access to Didcot Garden Town Infrastructure Improvements – A4130 Improvement (Milton to West Of Didcot), A4130 Didcot Science Bridge Link Road, A4197 Didcot To Culham Link Road, and A415 Clifton Hampden Bypass) (Side Roads) Order 2022 (“the SRO”).

For the purposes of this Joint Statement of Reasons the CPO, SRO and Bridge Scheme are together referred to as the “Orders”.

- 1.2. The Orders being made are to facilitate the delivery of the Access to Didcot Garden Town Highway Improvements (“the Scheme”) which consists of a highway scheme approximately 11km in length, including converting 1.8km of single carriageway to dual carriageway, 6.8km of new single carriageway and approximately 20km of new and/or improved off-road cycling and pedestrian infrastructure. Connections into the existing public rights of way network will also be provided. The Scheme also includes three over bridges.
- 1.3. On 19 July 2022, the Council resolved to make the Compulsory Purchase Order, the Side Roads Order and the Bridge Scheme to facilitate the construction of the Scheme. The Council seeks confirmation of the Orders from the Secretary of State for Transport.
- 1.4. The Council has sought to acquire by agreement the required interests in the land needed to deliver the Scheme, including freehold, leasehold and occupational interests affected by the CPO, and has sought to enter into discussions with the owners of those interests with a view to agreeing appropriate terms for acquisition and compensation. In doing so, the Council has taken full account of the Department for Levelling Up, Housing and Communities’ Guidance on Compulsory purchase process and The Criche Down Rules (the “CPO Guidance”), which provides guidance to acquiring authorities on the use of compulsory purchase powers.
- 1.5. The CPO guidance is clear that compulsory purchase should be used as a last resort. However, it does acknowledge that acquiring authorities do need to programme for when land will be needed. For this reason, the CPO Guidance recommends that the compulsory purchase process should run in parallel with the negotiation process. To

enable the implementation of the Scheme within realistic timescales, compulsory purchase powers will be employed. Nevertheless, the Council remains committed to continuing discussions with landowners with a view to seeking to acquire all necessary land and rights by agreement.

- 1.6. The Council has conducted a thorough land referencing exercise to establish the required interests in the land to deliver the Scheme ("the Order Land").
- 1.7. On confirmation of the Orders, the Council intends to either serve Notices to Treat or execute a General Vesting Declaration(s), as the case may be, in order to secure title to or rights over the respective parts of the Order Land.
- 1.9. The Council is both the Local Planning Authority ("LPA") and also the Local Highway Authority ("LHA").
- 1.10. The following principles have been considered:
 - The justification and need for the Orders;
 - the consultation process and consideration of third-party interests;
 - the status of the associated consents;
 - the availability of funding;
 - the availability of all the land required and the reasons why all the land identified is necessary;
 - the statutory requirements that must be satisfied before construction can start; and
 - confirmation that there are no impediments to the Scheme being implemented.
- 1.11. This Joint Statement of Reasons demonstrates a justified and compelling case in the public interest for confirmation of the Orders.

Statutory Powers under which the Orders are made

- 1.12. The Compulsory Purchase Order, made by the Council pursuant to sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981, would, if confirmed by the Secretary of State, facilitate compulsory acquisition of the land and new rights required for delivery of the Scheme.
- 1.13. The CPO will enable the Council, as Acquiring Authority, to acquire land and new rights compulsorily for the improvement of the A4130 and A415, construction and maintenance of new highway, highway structures, cycling and pedestrian infrastructure to be classified roads as the proposed A1430, proposed A14197, and A415 Clifton Hampden Bypass.
- 1.14. The SRO, made by the Council pursuant to sections 14 and 125 of the Highways Act 1980, provides for the stopping up and improvement of particular side roads which connect to the Scheme, for the construction of new highways, for the stopping up of

private means of access to premises and the provision of new means of access to them. The SRO would, if confirmed by the Secretary of State, enable the construction of the Scheme and other necessary and associated highway works.

- 1.15. The Bridge Scheme, made by the Council pursuant to Section 106(3) of the Highways Act 1980, will authorise the construction of a new road bridge across the River Thames, being a navigable waterway. Without the Bridge Scheme, construction across a navigable waterway would not be permitted. The Bridge Scheme is in addition to needing to secure the acquisition of the airspace through which the bridge structure will be constructed, the land where any bridge supports sit and the acquisition of new rights as required to maintain and repair the bridge structure in the future (together with other such rights as may be necessary).

Confirmation of Orders

- 1.16. The making and confirmation of the CPO will enable the Council to acquire the land and rights necessary for the construction and maintenance of the Improvement Scheme, ensure the necessary improvements are made to the local highway network, and implement appropriate mitigation measures.
- 1.17. The making and confirmation of the SRO will enable the Council to improve, raise, lower, divert or otherwise alter highways, stop up highways, stop up private means of access and provide new private means of access to premises required as a consequence of the construction of the Improvement Scheme.
- 1.18. The making and confirmation of the Bridge Scheme will enable the Council to construct (subject to land acquisition) a single 65 metre span bridge from the south bank to the north bank of the River Thames over the navigable waters of the River Thames, at a location south east of Culham and north west of Appleford.

The Mining Code

- 1.19. The CPO also incorporates Parts II and III of Schedule 2 to the Acquisition of Land Act 1981, as applied by Section 3 of that Act, commonly referred to as the Mining Code. By virtue of these provisions, the CPO does not seek to compulsorily acquire mineral interests in the Order Land.
- 1.20. Paragraphs 201 and 202 of the Guidance states that the Mining Code should not be incorporated automatically or indiscriminately, as this may lead to the sterilisation of minerals, including coal reserves. Acquiring authorities are asked to consider the matter carefully before including the Mining Code, having regard to the existence of statutory rights of compensation or whether repair might provide an adequate remedy in the event of damage to land, buildings or works occasioned by mining subsidence.
- 1.21. Incorporation of the Mining Code within an order, thereby engaging Parts II and III of Schedule 2 to the Acquisition of Land Act 1981, provides for the exclusion of mineral right acquisition from the CPO, avoiding sterilisation of the minerals whilst providing a degree of protection for the Acquiring Authority and allowing the Scheme to be taken forward. By incorporating the Mining Code, the Acquiring Authority can take steps to

prevent the working of minerals within a specified distance of the surface, provided compensation is paid.

- 1.22. The Acquiring Authority has investigated mines and minerals with the County Council's Waste and Mineral Planning Team. It has been confirmed that the majority of workable minerals in the vicinity of the HIF1 Scheme have already been worked or that, where workable minerals exist, the HIF1 Scheme will not impact their ability to be worked in the future. The exception to this relates to the Clifton Hampden Bypass element of the Scheme. Permission to work minerals in this area has been denied by the Mineral Planning Authority ("MPA") twice within the last 15 years, largely as a result of significant objection by local residents. It is considered by the Acquiring Authority that the likelihood of minerals being extracted north of the A415 is very low, due to the area being relatively built up, particularly the Centre of the UK Atomic Energy facility, and due to the water treatment facility being within close proximity.
- 1.23. The Acquiring Authority has had regard to the discussions with the MPA and the advice contained in the Guidance in preparing the Order, and considers that in the circumstances of this case, where compensation and repair of damage would not be adequate in view of the public use and nature of the Scheme, together with the potential traffic implications and disruption that might occur if the mines and minerals within the Order Land were to be worked and such damage were to occur, it is appropriate to incorporate the Mining Code to sever from the Order Land the mineral rights that may exist below the land.

2. LOCAL HOUSING, EMPLOYMENT AND TRANSPORT CONTEXT

Introduction

- 2.1. This section gives an overview of the local context in terms of allocated housing and employment, inadequate existing transport infrastructure and physical constraints such as the railway and River Thames, which has led to the need for the Scheme, as detailed in Section 3.

Geographic Context

- 2.2. Science Vale UK (“Science Vale”) is a significant area of economic growth and is a ‘hot spot’ for enterprise and innovation that spans both South Oxfordshire District Council and Vale of the White Horse District Council, within the county of Oxfordshire. It is home to a significant proportion of the region’s scientific, research and development, and high technology businesses. The region is gaining an international reputation as a first-choice location for companies wanting to make their mark in business and research.
- 2.3. The area has two Enterprise Zones and new businesses relocating to these areas can benefit from business rates discounts, superfast broadband, and simplified planning zones. In future years, the Science Vale area will see extensive effort undertaken into innovative, high technology research and development. It is one of the anchors of the Oxfordshire Knowledge Spine, which underpins the strategy set out in the Oxfordshire Strategic Economic Plan.
- 2.4. The area extends south from Oxford across to Didcot, clustered broadly around the A34, Great Western Mainline and Oxford-Didcot railway route. Science Vale comprises the towns of Didcot (including Milton Park and Didcot Power Station), Wantage and Grove, together with the established research centres at Culham Science Centre and Harwell Campus and the area between these settlements. The area shown in **Figure 1** includes the boundaries of Science Vale.

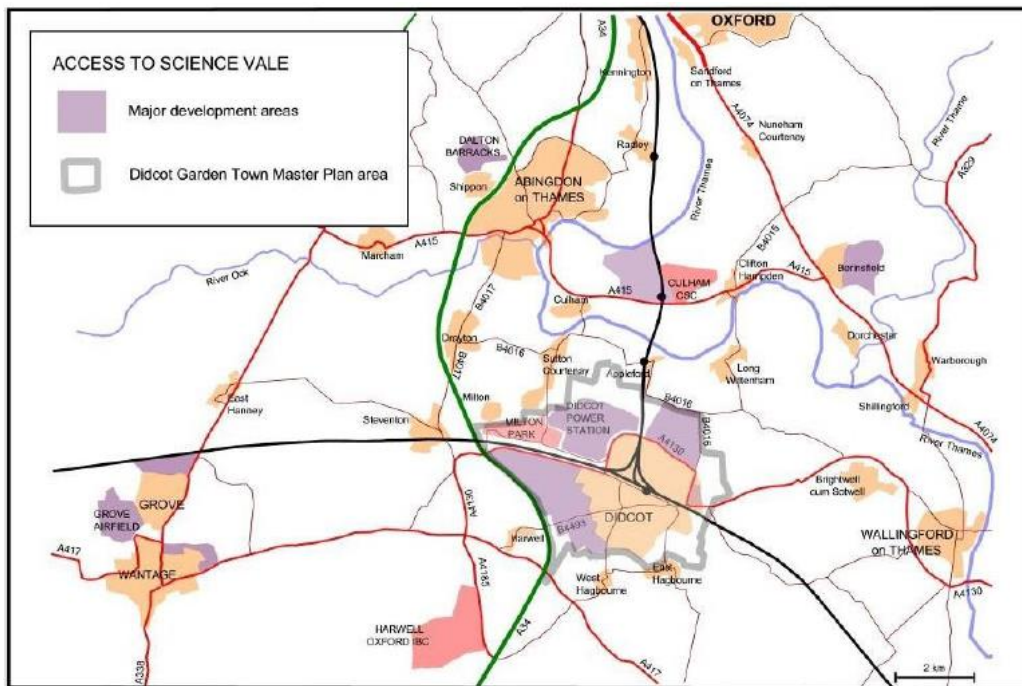


Figure 1: Didcot Garden Town within Science Vale

Existing Highway Network

- 2.5. Movement in Didcot and Science Vale is currently characterised by high levels of private car travel and dependence upon the car. This is outlined in the Transport Assessment [**Appendix 1**], which compares mode share data for the journey to work from the 2011 Census for Oxfordshire as a whole. The existing high levels of car use across Didcot and Science Vale will continue unabated without suitable transport interventions. There are underlying issues which cause the high use of private cars including the rural nature of Science Vale and the lack of attractive sustainable alternatives. Whilst distances travelled may be short, the private car appears to be a popular mode of travel within Didcot. In part, this is self-reinforcing, as high levels of vehicular traffic makes active travel less attractive.
- 2.6. Large urban extensions of the 1990s (Ladygrove), planned housing and employment growth in the 21st Century and historic and constrained highway infrastructure in and around Didcot have resulted in a highway network that has failed to keep pace. Additionally, the location of employment centres on historic and relatively remote military bases (Harwell Science and Innovation Campus and Culham Science Centre), compounds congestion in and around the town.
- 2.7. Railway lines and the River Thames create severance to effective movement and barriers to connectivity between homes and jobs. Severe congestion is evident on the A4130, on the existing river crossings between Didcot and Culham/Clifton Hampden, and within Clifton Hampden. In addition, whilst the Great Western Mainline brings many benefits to the town, the crossings over/under the railway bring about problems related to limited visibility, restricted width lanes and unidirectional tunnels.
- 2.8. The major road in the area is the A34 Trunk Road, which passes in a north-south direction connecting the M40 and M4 via Oxford. The other main roads form a loose grid across the area: A338 (Oxford-Wantage-M4); A4074 (Oxford-Reading); A415

(Witney-Abingdon-A4074) and A417/A4130 (Wantage- Didcot-Wallingford). To the north of Didcot, the road network is relatively sparse and constrained by the River Thames. The B4016 connects to the village of Appleford (via a narrow bridge over the Cherwell Valley Railway (Didcot-Oxford), adjacent to Appleford station) and beyond to Culham and the A415 via Abingdon Road-Tollgate Road.

- 2.9. An alternative route is provided to the east via the village of Long Wittenham, which connects to the A415 at Clifton Hampden, close to the Culham Science Centre. The existing river crossing at Culham Village (Sutton Bridge and Culham Cut) is a historic narrow bridge, which operates under signalised shuttle-working. There is also an existing historic narrow bridge on the High Street connecting Clifton Hampden to Long Wittenham, which also operates under signalised shuttle-working. To the west of Didcot, Sutton Courtenay Road/Lane-Harwell Road-High Street-Church Street connects with Sutton Courtenay as well as Abingdon Road-Tollgate Road and onwards to the A415. The road network is shown in **Figure 2**.

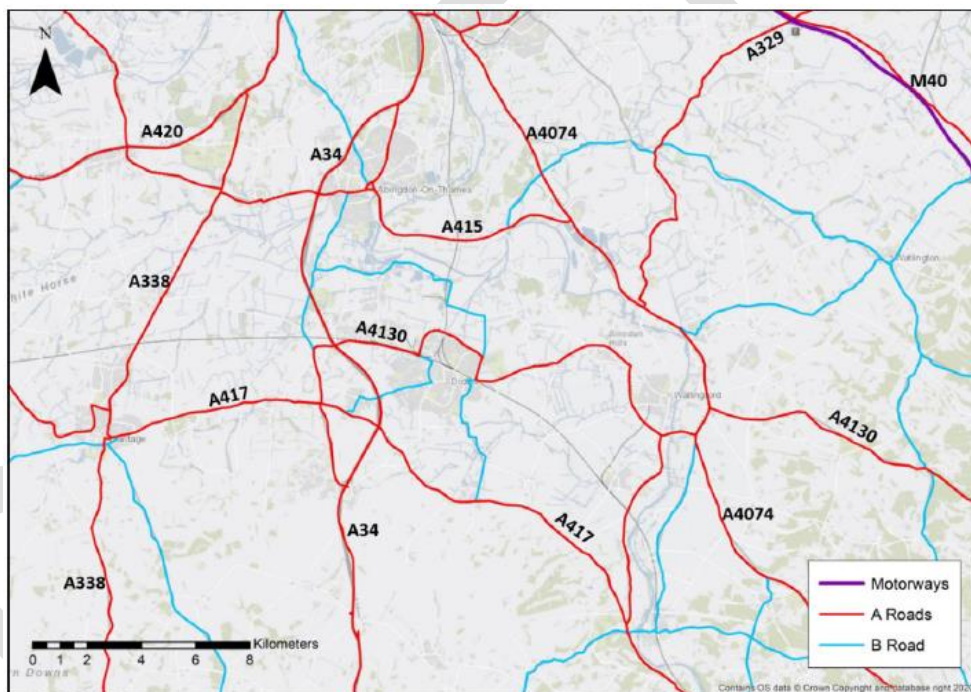


Figure 2: Road Network

- 2.10. Cycle infrastructure is present across Science Vale and Didcot. However, this provision is fragmented and discontinuous in places, with a lack of infrastructure in several key areas across the region. There is a concentration of cycling infrastructure in and around Didcot, notably with cycle infrastructure provided from Didcot to Milton Park, a key employment area. Further details can be found in the Transport Assessment [Appendix 1].
- 2.11. In comparison to the cycle infrastructure, there is a more extensive, interconnected network of public rights of ways, as shown in Figure 3. For example, there are footpaths connecting Didcot to Culham via Sutton Courtenay, and there are paths linking Harwell and Wantage. However, it should be noted that many of these footpaths do not have a solid surface and, as such, are more likely to be leisure routes rather than those used

for commuting. Due to the severance created by the River Thames and the historic road network, there are poor opportunities for walking and cycling north-south in this area. For example, residents of Didcot wishing to cycle to Culham Science Centre must use indirect routes, relying on the main carriageway for significant portions.

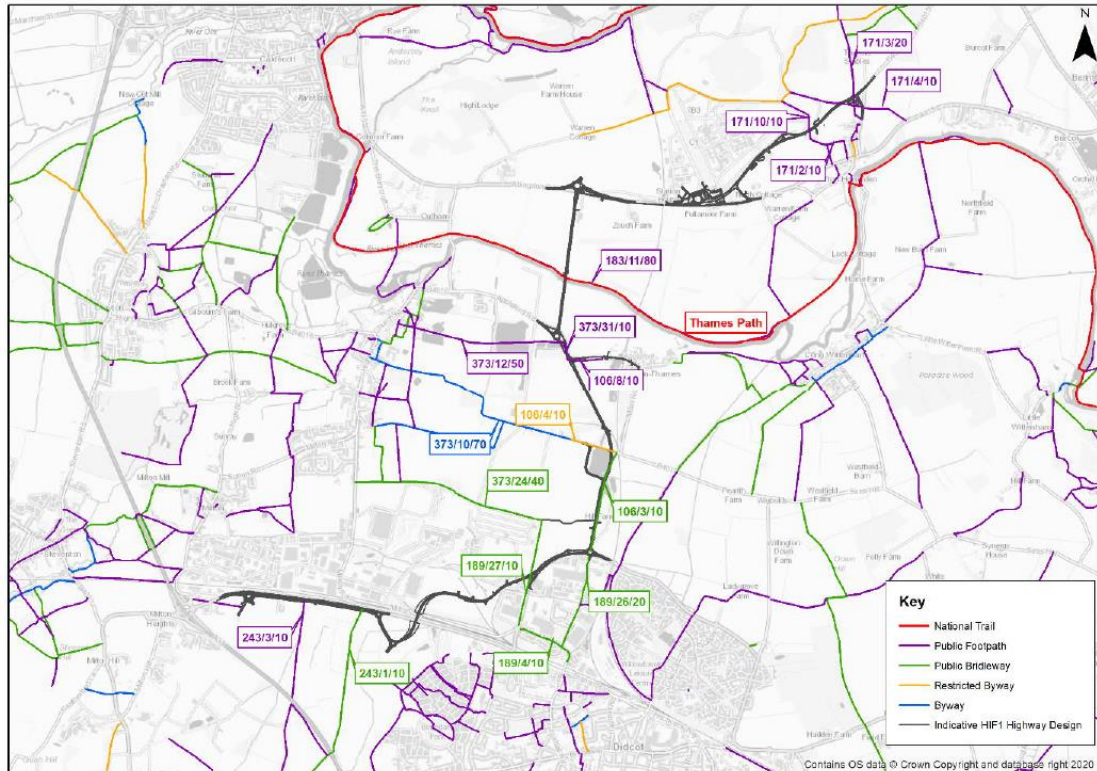


Figure 3: Public Rights of Way

Allocated Housing Growth

- 2.12. At present, Oxfordshire is a prosperous and vibrant county, combining a successful and thriving economy with a high-quality environment. Oxfordshire has committed to the delivery of 100,000 new homes between 2011 and 2031, as identified within the 2014 countywide Strategic Housing Market Assessment and the five districts' Local Plans.
- 2.13. Science Vale's development is directly influenced by the development plans in South Oxfordshire and Vale of White Horse, as well as the commitment to the Housing and Growth Deal by the Oxfordshire local authorities. The South Oxfordshire District Council Local Plan 2035 covers the area between south-east Oxford, Didcot and just north of Reading. The plan was adopted in December 2020 and outlines the district's housing need of 18,600 additional homes between 2020 and 2035. Furthermore, Oxford City's unmet housing need of 4,950 additional homes leads to South Oxfordshire having to deliver a total of 23,550 additional homes within the plan period, in order to cover for the area's shortfall in houses.

- 2.14. The Vale of White Horse District Council Local Plan 2031 covers the area from north and west of Didcot including the settlements of Chilton, Wantage, Harwell, Milton, Abingdon and the A4130 corridor. Part 1 of the Local Plan was adopted in December 2016 and Part 2 was adopted in October 2019, outlining the housing need across the district. Part 1 of the Local Plan identifies an additional 20,560 homes required within the plan period (2016 – 2031), and Part 2 of the Local Plan identifies that an extra 2,200 homes are required to assist Oxford City with meeting its housing needs, totalling 22,760 homes delivered within the plan period.

Housing Infrastructure Fund (HIF) Business Case

- 2.15. The HIF Business Case, submitted to Homes England by Oxfordshire County Council in 2019, identified that Didcot is a key centre of growth for enterprise locally and has been designated as a Garden Town growth area (Figure 1). The HIF Business Case also recognises the existing constraints on the highway network in Didcot. If left unresolved, the HIF Business Case considered that these issues could pose significant barriers to the growth and prosperity of the region. Therefore, in order to support growth in Science Vale, the HIF Business Case recommended that improvements are required to the transport network to enhance access to the area.

Summary

- 2.16. The existing issues with lack of river crossing options, constrained capacity on existing routes, railway crossing capacity and connections to the A34, all have the potential to become serious enough that they may make the allocated development sites less attractive, as well as exacerbating existing traffic-related issues and leading to increased traffic congestion. This would have the effect of disrupting local aspirations to use development growth as the catalyst to transform Didcot into a more coherent and cohesive Garden Town community. In addition, it is imperative to encourage the use of sustainable travel throughout Science Vale, in order to reduce adverse health impacts and improve air quality.
- 2.17. As such, the analysis of challenges to date has demonstrated the need for interventions to address the issues and ensure that the area has transport provisions suitable for the intended increase in housing growth.

3. NEED FOR THE SCHEME

Introduction

- 3.1. This section gives a summary of the background in respect of the need for the Scheme, and thus why land is required for construction of the Scheme, as well as the associated Side Road Order and Bridge Scheme. The information is set out in greater detail in the Transport Assessment [**Appendix 1**] submitted as part of the planning application for the Scheme.
- 3.2. There are five key problems that the Scheme will address:
- Existing Highway Network Performance
 - Active Travel
 - Public Transport
 - Network Resilience and Safety Improvements
 - Delivery of Housing and Employment Growth.

Existing Highway Network Performance

- 3.2. Railway lines and the River Thames create severance to effective movement and barriers to connectivity between homes, jobs and amenities in Didcot and the surrounding areas. High levels of congestion are evident on the A4130, on the existing river crossings between Didcot and Culham/Clifton Hampden and within Clifton Hampden.
- 3.3. Morning and evening peak hour traffic data for the existing junctions within the study area have been obtained from the Didcot Paramics Microsimulation model, which was jointly funded by Oxfordshire County Council, Vale of White Horse District Council and South Oxfordshire District Council. Utilising the 2020 base traffic flows from the Paramics model, junction capacity assessments have been undertaken at numerous existing off-site junctions (prefix 'OFF') as highlighted in **Figure 4**.

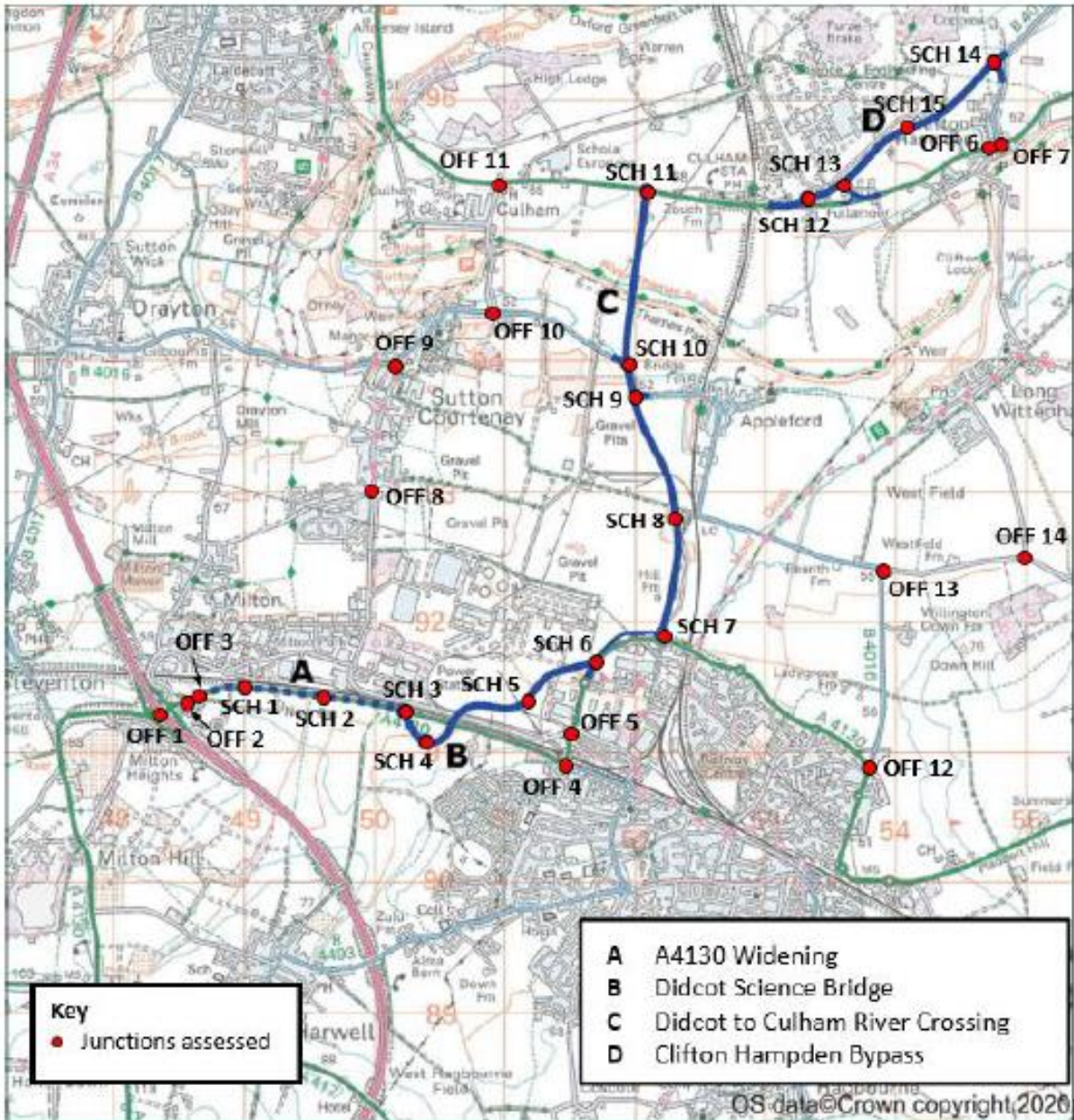


Figure 4: Junction assessment

3.4. The following off-site existing junctions are operating over capacity in either or both the 2020 morning and evening peak hours:

- (Ref: OFF 3) - A4130 signalised junction with Milton Gate;
- (Ref: OFF 5) - A4130 roundabout with Basil Hill Road and Milton Road (Power Station);
- (Ref: OFF 6) - A415 signalised junction with High Street;
- (Ref: OFF 7) - A415 signalised junction with B4015 Oxford Road;
- (Ref: OFF 9) - B4493 priority junction with Foxhill Road;
- (Ref: OFF 10) - B4016 Appleford Road priority junction with Abingdon Road;

- (Ref: OFF11) - A415 signalised junction with Tollgate Road;
- (Ref: OFF 12) - A4130 priority junction with Lady Grove; and
- (Ref OFF 13) - Lady Grove priority junction Sires Hill.

3.5. This has led to Oxfordshire County Council, as Local Highway Authority (LHA), objecting to the applications of single dwellings on grounds of highway safety, capacity, convenience and sustainability. These objections have led to planning applications being refused, with such refusals upheld on appeal [**Appendix 3**] as follows:

- APP/V3120/W/17/3187947 (Decision date 6 March 2018) – development proposal was for the erection of a dwelling and alterations to existing semi-detached dwelling.
- APP/V3120/W/18/3200241 (Decision date 2 November 2018) – development proposal for change of use from a storage barn to two bedroomed residential dwelling with parking.
- APP/V3120/W/3214090 (Decision date 26 March 2019) – development proposal for a change of use of agricultural building to a dwelling house and for associated operational development.
- APP/V3120/W/19/3234258 (Decision date 29 November 2019) – development proposal for the erection of 1 house.

3.6. Additionally, a Vale of White Horse District Council Local Plan strategic allocation for 200 new homes has also been refused planning permission on similar grounds. It is evident that the constrained highway network has already adversely affected growth in the area.

3.7. It is clear that the current highway network in this area suffers with severe traffic congestion and delay, which was identified as part of the Vale of White Horse District Council Local Plan Part 1 Inspector's Report (2016):

145. I have read and heard much debate about the robustness of the Impacts Study's findings and whether or not the residual congestion issues it identifies would be "severe" in terms of paragraph 32 of the NPPF. However, there is no convincing and detailed evidence to demonstrate that the study's conclusions are not robust, bearing in mind that they can only ever be a strategic-level forecast and that more detailed transport impact appraisals will be necessary as part of the consideration of specific development proposals. Moreover, whilst it is to a significant degree a matter of judgement, I have read and heard nothing which persuades me that the District and County Councils' conclusion that the likely residual transport impacts would be acceptable is not a soundly-based finding. In considering this point I have borne in mind that the "starting point" situation for the Vale is as a district which very much suffers from traffic congestion.

Active Travel

- 3.8. Key origins/destinations in the area include Culham Science Centre, Milton Park and Didcot Town Centre. There is currently a lack of direct and attractive walking and cycling routes to these locations to encourage residents / employees to use these modes. For example, the existing route between Didcot and the Culham Science Centre is along National Cycle Network route 5, via Long Wittenham to Clifton Hampden and along the A415 Abingdon Road. However, part of National Cycle Network route 5 is unlit and is, therefore, deemed unattractive to pedestrians and cyclists during night-time hours due to safety concerns. In addition, there is no continuous provision of footpaths for pedestrians to complete this route without walking on the carriageway.
- 3.9. The lack of walking and cycling connectivity between key residential and employment areas is reflected in the proportion of people who walk and cycle to work in Didcot. **Table 1** compares mode share data for the journey to work from the 2011 Census for Oxfordshire as a whole, Oxford and Didcot. The data represents mode share for residents in these areas. The combined walk and cycle mode share for Didcot is 15.6%, lower than Oxfordshire at 20.9% and significantly lower than Oxford at 38%.

Mode	Oxfordshire	Oxford	Didcot
Underground, metro, light rail, tram	0.2%	0.3%	0.1%
Train	3.2%	2.7%	7.3%
Bus, minibus or coach	7.5%	17.4%	4.0%
Taxi	0.3%	0.4%	0.2%
Motorcycle, scooter or moped	0.9%	0.7%	0.9%
Driving a car or van	61.8%	36.2%	66.3%
Passenger in a car or van	4.6%	3.4%	5.3%
Bicycle	7.7%	18.7%	4.7%
On foot	13.2%	19.3%	10.9%
Other method of travel to work	0.6%	0.8%	0.4%
TOTAL	100.0%	100.0%	100.0%

Source: 2011 Census, dataset QS701EW – Method of Travel to Work.

Table 1: Journey to Work Mode Share

- 3.10. Between the Milton Interchange roundabout and the rail underpass at Backhill Tunnel (south of Milton Park), up to 3m wide shared use cycle-pedestrian footways are present on both sides of the A4130 carriageway. However, there is no shared use provision on the northern side nearer Milton Interchange. There is no northern footway along the A4130 east of Backhill tunnel. There is a Toucan crossing at this location providing a connection between the northern and southern footways of the A4130 and the Backhill Tunnel, connecting to Milton Park for pedestrians and cyclists only.

- 3.11. Between the Backhill Tunnel and the A4130/B4493/Mendip Heights roundabout, a 2.5m wide shared use footway is present along the southern frontage. This footway suffers from poor separation between the high-speed road subsequently the Non-Motorised User (NMU) experience is poor due to buffeting from vehicles passing by, especially Heavy Goods Vehicles. This footway is shared by cyclists and pedestrians and links to the public rights of way located to the south of the A4130.
- 3.12. There are poor NMU facilities linking to Manor Overbridge. There is a shared footway/cycleway along the western side of the A4130 between the A4130 / Milton Road / Basil Hill Road roundabout and the A4130 / Hawksworth / Purchas Road roundabout, with a footway also present on the eastern side of the carriageway.
- 3.13. Due to the severance created by the River Thames and the historic road network, there are poor opportunities for walking and cycling north / south in this area. For example, residents of Didcot wishing to cycle to Culham Science Centre must use indirect routes, relying on the main carriageway for significant portions.
- 3.14. Along A415 Abingdon Road there is a 1.3m wide shared footway / cycleway along the northern side of the carriageway, between Thame Lane and Culham Science Centre. There is a 1.5m wide shared footpath / cycleway on the south side of the A415 Abingdon Road, from Culham Science Centre to Clifton Hampden.
- 3.15. In summary, the highlighted current constrained/disjointed pedestrian and cycle infrastructure restricts the use of active travel modes for both commuting and leisure purposes in the area.

Public Transport

- 3.16. Due to the severance created by the River Thames and the historic road network, there are also currently poor opportunities for bus operators to offer good journey time reliability north / south in this area. This is evident from **Table 1** which shows Didcot to have very low bus use compared to other areas of Oxfordshire.
- 3.17. Prior to January 2021, the only service operating over Clifton Hampden Bridge was a less-than-daily service providing access to Didcot from local villages. Route 95 is a new service which commenced in January 2021 to provide a peak hours service from Didcot to Culham Science Centre - two morning journeys and three evening journeys. There is no off-peak or weekend services. The service is funded using contributions from section 106 planning obligations relating to Culham Science Centre. Between peak times, three journeys in each direction operate a similar route from Didcot until Clifton Hampden, where they then go to Berinsfield instead of Culham Science Centre. These journeys are numbered 95B and are operated with the bus that operates route 95, which will otherwise be unoccupied.
- 3.18. The 33 is the only bus service that uses the Culham Cut and Sutton Bridge crossing of the River Thames. It operates a broadly hourly service running between Didcot and Abingdon via Sutton Courtenay and Culham village.

Network Resilience and Safety Improvements

3.19. The area is located within the River Thames catchment and crosses a number of waterways, including the River Thames, Moor Ditch, Stert Brook, Cow Brook, Meadow Brook and the Clifton Hampden Brook. As a result, parts of the Site fall within both Flood Zone 2 and Flood Zone 3 as shown on **Figure 5**.

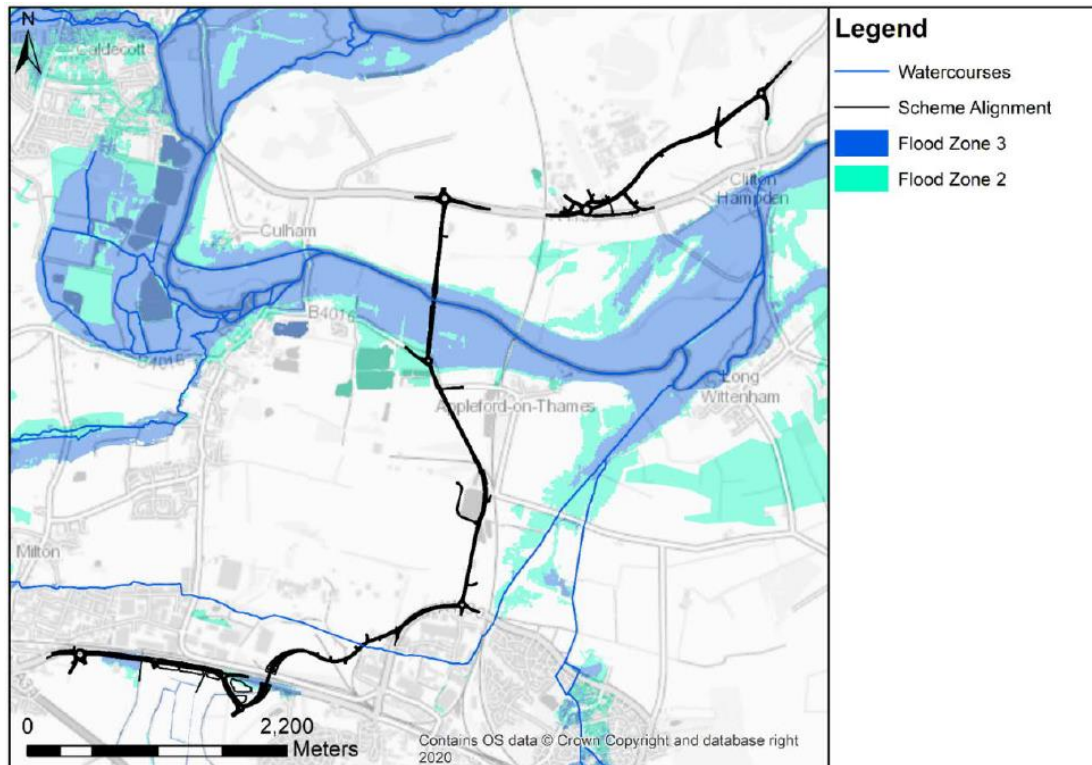


Figure 5: EA Long Term Flood Risk to Areas Surrounding Scheme

3.20. As shown on Figure 5, the existing bridges over the River Thames at Clifton Hampden and Culham are located within Flood Zone 3. In February 2021, both the existing bridges over the River Thames at Clifton Hampden and Culham were closed due to flooding, requiring long diversion routes and resulting in a negative impact on other areas of the highway network. Greater resilience is, therefore, required on the network through the provision of alternative routes through this important employment and residential area.

3.21. Collision data received for the 5-year period between June 2014-June 2019 within the Scheme extents shows that 150 collisions resulting in 189 casualties occurred during that time. Of the 189 casualties, 156 (82%) were categorised as slight injuries, 28 (15%) as serious and 1 (3%) resulted in a fatality. The collision records identify the following in terms of collision involving road users:

- 34% (48) of the 141 collisions involved a cyclist (30%) or pedestrian (4%)
- 21% (30) of the 141 collisions involved a motorbike

- 21% (30) of the 141 collisions involved other road user category (includes emergency vehicles and refuse vehicle etc), and
 - 19% (27) of the 141 collisions involved a Heavy Good Vehicle.
- 3.22. Most of the locations of the recorded collision are spread across the Scheme area. However, a cluster site was identified in the study area at the A4130 / Milton Road / Basil Hill Road roundabout. A total of 12 collisions were reported within the study period, of which 5 were serious and 7 were slight in severity. All 5 serious collisions involved vehicles entering the roundabout from the A4130 and failure to give way to cyclists negotiating the roundabout from Milton Road on the west, towards Basil Hill Road on the east. 3 of these collisions occurred during the hours of darkness and 2 during daylight hours.
- 3.23. Of the 7 slight collisions, 5 collisions involved a vehicle entering the roundabout from the A4130 and failure to give way to cyclists negotiating the roundabout from Milton Road on the west towards Basil Hill Road on the east. All these collisions occurred during daylight hours, and 3 of these took place in wet conditions. The 2 remaining slight collisions involved a Heavy Goods Vehicle failing to give way to a motorcyclist during dry, dark conditions, and an incident involving a vehicle colliding with a cyclist travelling on the nearside on the A4130 approach to the A4130 / Milton Road / Basil Hill Road roundabout.
- 3.24. It is evident there are opportunities for road safety improvements given the historic nature of the current highway network, which is not designed to current horizontal or vertical design standards and provides poor Non-Motorised User infrastructure.

Delivery of Housing and Employment Growth

- 3.25. The Scheme will support significant growth in housing in South Oxfordshire District Council and Vale of White Horse District Council by directly unlocking 11,711 homes in the Didcot Garden Town area, including approximately 4,200 affordable homes and supporting another 5,000 new homes already permitted. This is coupled with substantial areas for employment generating activities, expected to be high value jobs contributing strongly to local and national economic growth. The allocated housing and employment sites alongside the Scheme alignment are shown on **Figure 6**.

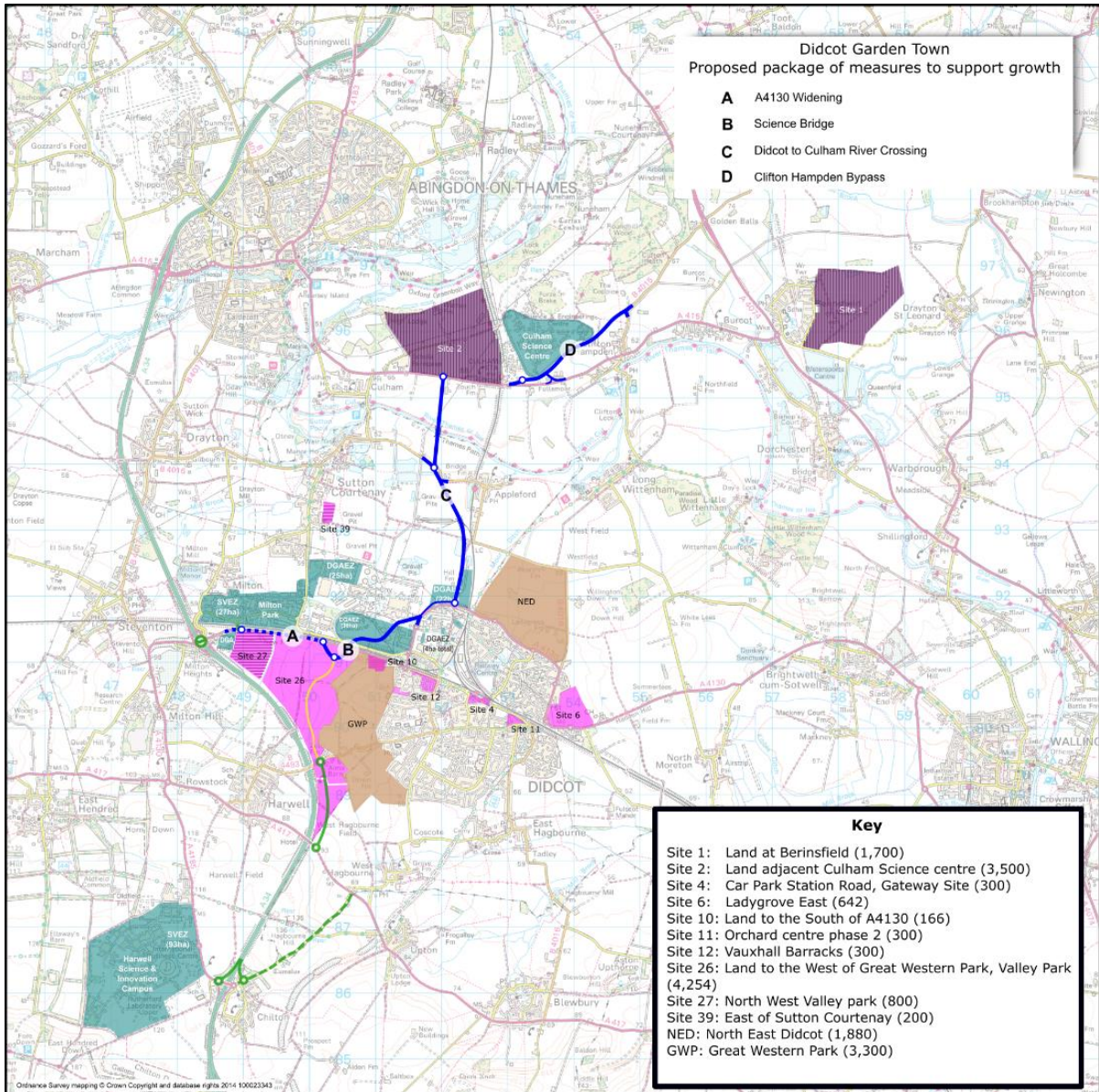


Figure 6: Allocated Housing and Employment Growth alongside Scheme alignment

3.26. The business case and benefit cost ratio (BCR) was predominantly predicated on the delivery of new homes by evaluation of land value uplift (LVU) rather than a traditional transport business case. Even though the transport benefits/disbenefits were assessed as part of the business case, the use of LVU is reflective of the Government's priority to deliver more new homes in areas where they are most needed. Oxfordshire is a high housing demand area with Oxford City, often cited as the most expensive area to live outside London, relative to wages. Oxfordshire, as demonstrated by the Housing and Growth Deal, is integral to the Government achieving its national target of building 300,000 new homes every year.

3.27. The housing schemes represent a significant contribution towards delivering Oxfordshire's Housing and Growth Deal, which supports the delivery of 100,000 new homes across the county up to 2031. However, a substantial number of new homes

and jobs have already been delivered throughout South Oxfordshire and Vale of White Horse, which has created a severe impact on the local highway network as per paragraph 111 of the National Planning Policy Framework 2021.

- 3.28. As part of the local planning process to determine where housing and employment growth is located in the Vale of White Horse and South Oxfordshire districts, an Evaluation of Transport Impacts has been conducted to determine the correct level and location highway mitigation. The Scheme, amongst other interventions, was identified as essential for the Vale of White Horse District Council Local Plan Part 1 adopted in 2016. In the Inspector's report for the Vale of White Horse District Council Local Plan Part 1, the Inspector was satisfied that a mitigation strategy was identified to deal with growth associated with the Local Plan Part 1 and South Oxfordshire's Core Strategy 2016. This was in the knowledge that much of the highway infrastructure was unfunded and a large shortfall was identified to deliver necessary infrastructure.
- 3.29. The complexity, scale, cost and risks associated with the Scheme has, to date, prevented private developers from fully funding and having the ability to deliver homes on third party land. The above highlights clear evidence of market failure in this area, which is preventing major housing and employment developments from being realised.

Summary

- 3.30. This section has given a summary of the need for the Scheme. The analysis of challenges to date has demonstrated the need for interventions to address the issues and ensure the area has transport provisions suitable for the intended increase in housing and employment growth.

4. SCHEME DESCRIPTION

Introduction

4.1. This section describes the Scheme objectives and the Scheme itself in detail.

Scheme Objectives

4.2. The objectives of the Scheme have been defined as part of work detailed in Access to Science Vale Option Appraisals Report Part 1, Option Appraisals Report Part 2 and the successful Housing Infrastructure Fund bid and agreed by a district working group. The objectives of the Scheme are:

- **Reduce congestion and provide capacity** on the arterial routes within Didcot;
- **Enable modal shift** across the Science Vale;
- **Improve accessibility** across the River Thames and the Great Western Main Line in Didcot;
- **Improve resilience** of the transport network, including safety enhancements, which will respond to future uncertainties and opportunities;
- Enable **sustainable growth** within the Science Vale; and
- Ensure the Science Vale remains a **world-leading research location**.

4.3. The Scheme has been designed to be the most appropriate solution to meet the objectives noted above and the need, as detailed in Section 3. A rigorous assessment of alternatives has been undertaken which identified, consulted, refined, and evaluated a range of options, as detailed further in Section 6.

The Scheme

4.4. A detailed description of each element of the Scheme is set out in turn with the General Arrangement drawings [**Appendix 2**]. The Scheme can be divided into four sections, as set out below and illustrated on **Figure 7**:

- the A4130 Widening;
- Didcot Science Bridge;
- Didcot to Culham River Crossing; and
- Clifton Hampden Bypass.

Image

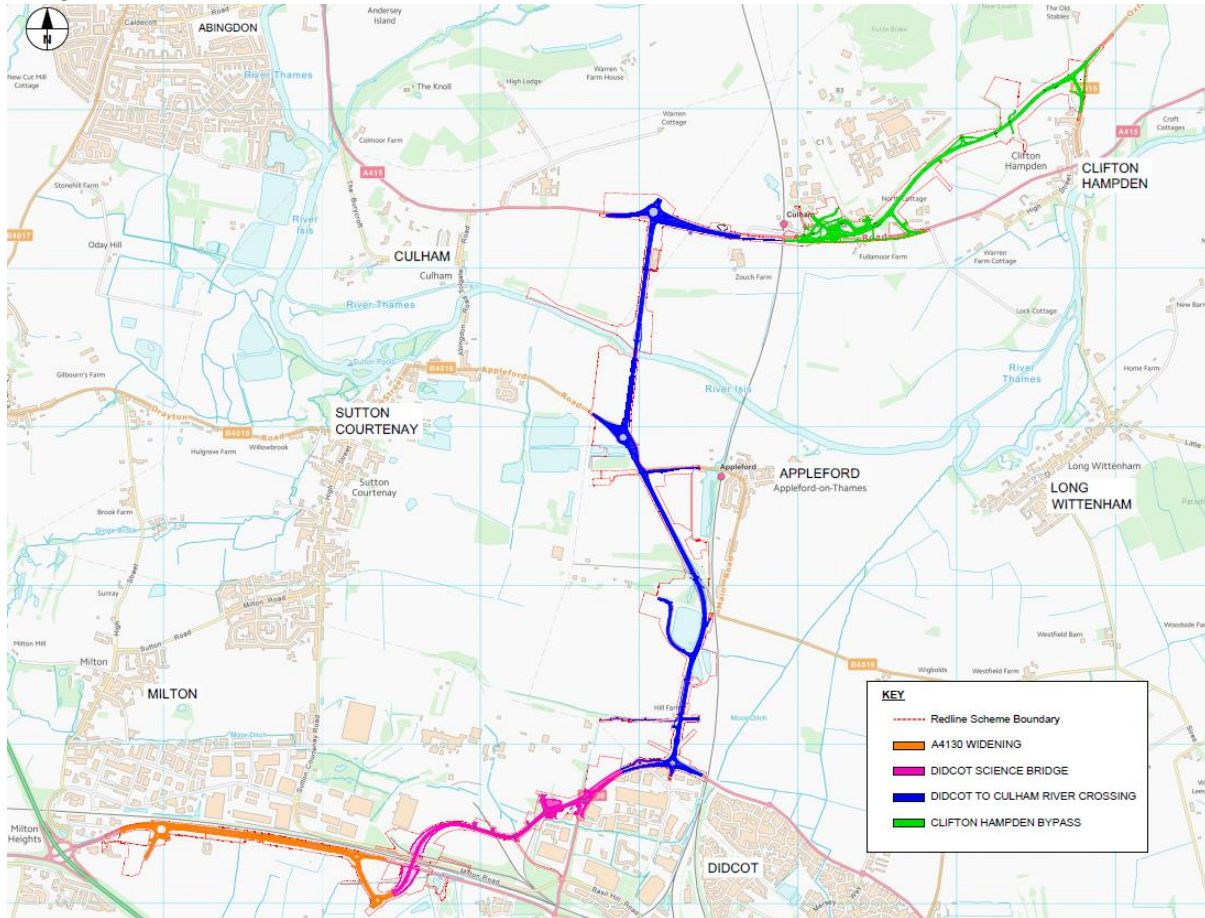


Figure 7: The Scheme Route

A4130 Widening

- 4.5. The A4130 Widening proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0001 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0003.
- 4.6. The existing A4130 is the main access to Didcot from the strategic road network at the A34. It is dual carriageway which extends eastbound from the Milton Interchange reducing to single carriageway at the Milton Gate junction.
- 4.7. A new, at grade, four-arm roundabout (Backhill roundabout) will be created approximately 200m to the east of the Milton Gate junction. This will include two lanes on its circulatory carriageway. The two mainline A4130 entry and exits will have two lanes. Two arms will be provided on the southern part of this roundabout, and these will provide access to planned developments on land to the south-west and south-east of the roundabout. Single lane entry and exits will be provided on these arms.
- 4.8. East of the new Backhill roundabout, the A4130 will be dualled to two lanes in each direction. Most of the existing single carriageway, adjacent grass verges, ditches, hedgerows, and trees will be retained. The existing single carriageway becomes the

eastbound carriageway of the new dualled road. A new two-lane carriageway will be constructed south of the existing carriageway and will form the westbound carriageway of the new road. The highway infrastructure in this location will be approximately 35m wide but may vary where the width of the existing ditch varies. This has been taken into account through the use of limits of deviation.

- 4.9. Further east, an access into the land subject to planning permission (Valley Park Ref: P14/V2873/O, Vale of White Horse District Council) will be included. This will be a signalised junction, with a dedicated right turn lane included on the eastbound carriageway and a dedicated left turn included on the westbound carriageway. The existing ditch and hedgerow south of the existing carriageway will be removed in the vicinity of this junction, to provide a safe layout, including for the required visibility. The access will have a single exit lane and two approach lanes providing separate left turn and right turn lanes onto the new dualled A4130. Two bus lay-bys will be provided in this location, one east of the junction on the eastbound carriageway, and one to the west of the junction, on the westbound carriageway.
- 4.10. A second roundabout (old A4130 roundabout) will be created. This will be an at grade, three-arm roundabout with two lanes on its circulatory carriageway. It will provide access to the current alignment of the A4130 towards Didcot, and to a single carriageway which will connect with a third roundabout, the Didcot Science Bridge roundabout, to the south-east. All three arms will be marked as two-lane entries, the eastern and south-eastern arms flaring from a single lane approach. The western arm will be marked as a two-lane exit, while the other two arms will provide only a single lane exit. To the east of this roundabout, two bus stops will be created in the main traffic lanes, on the alignment of the existing A4130. The eastern link road section between the proposed 'old A4130 roundabout' and the Didcot Science Bridge roundabout is a single carriageway. The Scheme will provide approximately 20.3m wide in this location, including Non-Motorised User provision.
- 4.11. The Didcot Science Bridge roundabout will be an at grade, three-arm roundabout, which will provide access between the A4130 and the Didcot Science Bridge, and to the planned development at Valley Park. All approaches will be single lanes flaring to two entry lanes, while all exits will provide only single lanes.
- 4.12. The A4130 will be subject to a reduced speed limit of 40mph from the junction with the roundabout at the A34 Milton interchange, continuing along the dual and retained single carriageway sections. This reflects the future urban nature of this modified road, with the allocated housing development along the road and planned walking and cycling facilities as discussed below.
- 4.13. Along the length of this section of the Scheme, segregated two-way, off-road, cycling and walking facilities will be provided. East of the Milton Gate junction, the Scheme includes a shared use cycle and footway adjacent to the eastbound and westbound carriageways. This will link to the existing NMU only Backhill Lane Tunnel and extend around the northern side of Backhill roundabout, where a two stage Toucan crossing (east of the roundabout) will be provided allowing users to cross both carriageways. Segregated cycling and walking facilities and raised parallel crossings will also be

included around the southern side of Backhill roundabout. The existing toucan crossing by Backhill Lane Tunnel will be replaced by a two stage Toucan crossing over the new dual carriageway. To the east of Backhill roundabout, a segregated two-way cycleway and new footway will be provided to the south of the widened and new sections of the road, up to and including the Didcot Science Bridge roundabout. This will continue over the Didcot Science Bridge, and links to the public rights of way and future developments located to the south of the A4130 will be provided.

- 4.14. A parallel crossing will be included at the western access to the Valley Park development. Additionally, an uncontrolled crossing will be provided east of the old A4130 roundabout, which will provide access to the eastbound bus stop (with bus shelter). A Toucan crossing will be included across the new A4130 immediately south of the old A4130 roundabout. This will provide access to the existing shared path for cyclists and pedestrians along the current alignment of the A4130 linking to Didcot.

An artist impression of the proposed A4130 Widening is shown in **Figure 8**.



Figure 8: A4130 Widening Artist Impression

Didcot Science Bridge

- 4.15. The Didcot Science Bridge proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0004 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0006.
- 4.16. The Didcot Science Bridge will consist of a single carriageway passing over the A4130, the Great Western mainline railway and Milton Road landing in the former Didcot A Power Station site. The bridge will be approximately 14.9m in width, including Non-Motorised User provisions.

- 4.17. This single carriageway road will continue as the Didcot Science Bridge Link Road, extending through the allocated development areas of the former Didcot A Power Station site. This part of the Scheme will provide approximately 18.3m in width, including Non-Motorised Use provision. The Non-Motorised Use provision shall be continued into the Didcot to Culham River Crossing scheme. The link road ties-in with A4130 Northern Perimeter Road, north of the Hawksworth Roundabout. The northern arm of Hawksworth Roundabout (A4130 Northern Perimeter Road) connects to the link road, forming a new ghost junction with a right turn pocket provided on the new link road into the old A4130 Northern Perimeter alignment, leading to Hawksworth Roundabout.
- 4.18. Throughout the Scheme extents, there are multiple side roads, which will provide direct access points into adjacent land located to the north and south of the Scheme. Side roads that lie within the Clowes Developments (UK) Limited development shall be provided by Clowes Developments (UK) Limited, all other side roads shall be provided by the Council.
- 4.19. A segregated two-way cycleway and footway will be provided over the Didcot Science Bridge on the eastern side of the bridge.
- 4.20. East of the northern approach embankment to the Didcot Science Bridge, segregated bi-directional cycleways and adjacent footways are to be provided on both sides of the road. Three parallel crossings will allow users to cross the Science Bridge Link Road and, additionally, one parallel crossing will allow users to cross the old A4130 leading to Purchas Road/Hawksworth Roundabout. Where the Scheme ties in with the existing A4130 Northern Perimeter Road, a Toucan crossing will be provided to allow those using the north-south public right of way (and National Cycle Network route 5) to safely cross the new road on a new alignment. In this locality, a segregated two-way cycleway and adjacent footway will be located away from the carriageway to provide a continuous NMU link to the Didcot to Culham River Crossing. The existing footway on the southern side of the A4130 will be realigned to the new carriageway.
- 4.21. An artist impression of the proposed Didcot Science Bridge is shown in **Figure 9**.



Figure 9: Didcot Science Bridge Artist Impression

Didcot to Culham River Crossing

- 4.22. The layout of the Didcot to Culham River Crossing is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0007 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0015.
- 4.23. The existing, at grade, four-arm roundabout (Collett roundabout) will be enlarged. It will include two lanes on its circulatory carriageway where currently there is only one. All approaches to the roundabout will flare out to two lanes and all exits off the roundabout will merge from two lanes into one lane. Two bus stops will be included to the east of the roundabout, on both carriageways. The alignment continues north along the current alignment of an access road to several private residential properties, with two offline bus stops provided opposite one another on either side of the carriageway.
- 4.24. Further north, the Scheme will continue as a single carriageway with two accesses, one to land located to the east of the Scheme and one to land located west of the Scheme, both serving the proposed Didcot Technology Park (D-Tech) site. The D-Tech site will not be constructed in advance of the Scheme, therefore, access to J James Pallets and Wood Recycling will be maintained, ensuring that the business is able to operate during the construction of the Scheme. There will also be private accesses to Hartwright House and Hill Farm House. The Scheme will be approximately 20.3m in width, including Non-Motorised User provision and verges, but this will increase where bus stops and ghost island right turn lanes are provided (for example, to enable access to FCC Environment (UK) and Hanson Quarry Products Europe Limited operations).
- 4.25. The Scheme is aligned between three ponds, located to the east and west. Small sections of two of the ponds will be infilled. At this location, to the west of the main carriageway, a priority T junction and an access road will be constructed to replace the

existing Portway Road access road further north. The priority junction will include a ghost island right turn lane for traffic travelling from the north. The minor arm will incorporate a widened exit so that traffic turning left to the north can filter past vehicles waiting to turn right. The severed section of the Portway Road will be retained as an access for maintenance and operational purposes.

- 4.26. Further north, the Scheme will cross Appleford railway sidings, a private railway siding for the Hanson aggregate operations and FCC Environment (UK) Landfill Site. The Scheme will remain as a single carriageway and will continue through an area of historic restored landfill (known as the 90-Acre Field). There will be a priority junction on the B4016 to the north and west of Appleford, including a dedicated ghost island right turn lane for traffic travelling north. Further north, two bus stops located opposite each other will be provided offline from the mainline of the Scheme. The proposed Sutton Courtenay roundabout will be an at grade, three-arm roundabout with two lanes on its circulatory carriageway. Two lanes will be included on all exits, which will merge to one lane once off the roundabout. This roundabout will provide access to the crossing over the River Thames and maintain links between Appleford and Sutton Courtenay and the surrounding areas.
- 4.27. Extending north from Sutton Courtenay roundabout, a 336m viaduct is provided to cross the River Thames floodplain with a 155m bridge over the River Thames. The bridge over the River Thames will comprise two 45-metre side spans and a 65-metre main span. The River Thames is navigable at this location so the bridge height above water level has been designed to accommodate river traffic. The crossing over the River Thames will be a single carriageway, approximately 16.9m in width including the Non-Motorised User provision.
- 4.28. To the north of the River Thames crossing, private accesses will be created to a farm property located to the east of the alignment. Where the Scheme interfaces with the A415 Abingdon Road, a new four-arm at grade roundabout will be constructed to the north of the existing road alignment. This connects the A415 Abingdon Road, the new road and a new stub to the north for the South Oxfordshire District Council Local Plan allocated housing site.
- 4.29. The A415 Abingdon Roundabout has two lanes on its southern circulatory carriageway and three on its northern side. This will ensure three lanes are provided at the A415 eastbound access onto the roundabout. Two-lane approaches will be included on all other entries, except for the A415 westbound, which will also include a segregated left turn lane. To the east of the roundabout, the A415 will return to a single carriageway.
- 4.30. Shared-use footway/cycleways are proposed at the Collett roundabout, with an inline Toucan crossing on the eastern arm, a raised parallel crossing on the southern arm, plus uncontrolled crossing points on the western and northern arms. An off-road segregated footway/cycleway will be provided to the north side of the A4130 west of Collett Roundabout to connect to the same provision in the adjacent Didcot Science Bridge section of the Scheme.

- 4.31. North of the Collett roundabout, there will be dedicated, off-road, segregated two-way cycleways and footways either side of the highway. Two parallel crossings will be provided to facilitate the proposed D-Tech development site and bus stops. The facilities on the northbound side will cease at the parallel crossing located north of the accesses to the proposed D-Tech development site. These facilities will continue adjacent to the southbound carriageway leading up to the Abingdon roundabout.
- 4.32. A Toucan crossing will be provided for pedestrians and cyclists to cross the mainline immediately south of the FCC/Hanson access road junction. The crossing will connect to a shared-use bridleway along the west side of the Scheme.
- 4.33. An additional bridleway link to connect with an existing cycle route (NCN5) west of Hill Farm could be delivered by other parties. The restricted byway through the FCC landfill and Hanson quarries area will continue along the new access road alignment where a new shared use path will be provided.
- 4.34. After the point at which the Scheme ties-in with the B4016 Appleford Road, the mainline cycleway and footway will continue separately from the proposed carriageway by using a section of the existing B4016 carriageway alignment. A raised parallel crossing will be provided across the B4016 arm of the junction and a shared use footway/cycleway will be created adjacent to the eastbound lane of the B4016, to connect the Scheme with the village of Appleford.
- 4.35. There will be an uncontrolled crossing of the mainline immediately north of the junction with the B4016. This will connect with a shared-use pedestrian and cycleway facility, which will extend alongside the northbound lane of the Scheme and continue beside the westbound lane of the B4016 from the Sutton Courtenay roundabout. A shared-use facility will also be located alongside the eastbound lane of the B4016 Sutton Courtenay link, which will be accessed via a Toucan crossing located across the north arm of Sutton Courtenay Roundabout for the River Thames bridge. There will also be an uncontrolled crossing point on the west (B4016) arm of the roundabout.
- 4.36. There will be dedicated, off-road, two-way cycleway and footway facilities located adjacent to the southbound lane on the bridge across the River Thames. North of the River Thames a footpath will be provided to connect with the Thames path. The two-way cycleway and footway will continue to the Abingdon roundabout, where they will extend east adjacent to the westbound lane of the A415, linking back to the existing NMU facilities that lead into the Clifton Hampden Bypass. Access to a Toucan crossing across the eastern arm of Abingdon roundabout will be provided from the cycleway and footway. This will provide access to dedicated, off-road, segregated two-way cycleway and footway facilities located adjacent to the eastbound lane of the A415. A raised parallel crossing will be provided across the northern arm of the roundabout.
- 4.37. The proposed NMU facilities on the northern arm will lead into land allocated for future development. A two-way cycle way and footway will be provided on the western arm adjacent to the east bound carriageway.

- 4.38. An artist impression of the proposed Didcot to Culham River crossing is shown in **Figure 10**.



Figure 10: Didcot to Culham River Crossing Artist Impression

Clifton Hampden Bypass

- 4.39. The Clifton Hampden Bypass proposed layout is shown on General Arrangement drawings GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0016 to GEN_PD-ACM-GEN-DGT_ZZ_ZZ_ZZ-DR-T-0019.
- 4.40. The Clifton Hampden Bypass will re-route traffic on the A415 around the village of Clifton Hampden, which currently experiences a large amount of through traffic as people travel between the A415 to A4074.
- 4.41. The existing A415 will be realigned south of the Culham Science Centre and a bypass will be created. The proposed works also include the construction of a large four-arm roundabout at the western end of the Scheme, providing access to the South Oxfordshire District Council Local Plan allocated housing site, a railway station and Leda Properties Limited owned farmland / businesses north of Culham Science Centre coming off the northern arm, and Culham Science Centre on the northeast arm. Station Road will be realigned and will join with a new entrance to the industrial properties (Culham No.1 site) located north west of the roundabout. An existing access road into the Culham Science Centre will be terminated and converted into a footway and cycleway. The other exit from the roundabout into the Culham Science Centre will provide two access points to Culham Science Centre (main gate and perimeter road). The bypass will be aligned in a south-west to north-east direction and will be a single carriageway, approximately 11.3m in width, including segregation strip and hard strip, but this will increase in some cases, for example, where dedicated ghost island right turn lanes are provided.

- 4.42. There will be a dedicated, ghost island, right turn lane that will connect with a new single carriageway, which will connect with the current alignment of the A415. This will provide access to the village of Clifton Hampden.
- 4.43. Two bus stops are proposed on the bypass, outside Culham Science Centre, to link public transport to this employment centre. The westbound bus stop will be in a lay-by, while the eastbound bus stop will be on-carriageway. A second pair of bus stops are proposed near the B4015 connection junction, as a provision for future use by local bus companies to connect with Clifton Hampden Village. The westbound bus stop will be in a lay-by, while the eastbound bus stop will be on-carriageway. Both sets of bus stops will be equipped with a bus shelter and Sheffield stands.
- 4.44. A dedicated, off-road, shared use cycleway / footway will be provided adjacent to both sides of the A415, west of the roundabout. There will be several shared and segregated cycleways and footways, with crossings, created around the roundabout with the CSC and Clifton Hampden Bypass. A new segregated cycleway / footway is proposed to link Culham Station and CSC.
- 4.45. This route is designed wide enough in anticipation of heavy NMU demand between these two points. Raised parallel crossings have been provided along this route to allow priority for NMUs over vehicular traffic. The existing A415 carriageway that will no longer be required for vehicular traffic will be used as a shared-use footway / cycleway, which links up to a new shared-use footway / cycleway on the south side of the A415.
- 4.46. This new route extends west across the existing rail bridge and into the River Crossing scheme. The existing main entrance to the CSC will be repurposed as a shared-use cycleway / footway to connect the existing A415 and the new bypass. A toucan crossing is proposed where this route meets the bypass.
- 4.47. Along the bypass, a shared-use cycleway / footway will be provided along the north side of the road. Several crossings at adjoining roads will be provided and links to existing footpaths will be provided. Additionally, two uncontrolled crossings across the bypass will be provided to maintain connectivity of local Public Rights of Way.
- 4.48. A shared-use cycleway / footway will be provided along the west side of the realigned B4015 at the northern end of the Clifton Hampden Village. The existing B4015 carriageway that will no longer be required for vehicular traffic will be used as a shared-use footway / cycleway, which links to the existing B4015 to the north.
- 4.49. An artist impression of the proposed Clifton Hampden Bypass is shown in **Figure 11**.



Figure 11: Didcot to Clifton Hampden Bypass Artist Impression

Public Transport

4.50. As part of the Scheme, a number of bus stops and associated public transport infrastructure are proposed, including:

- Four bus stops (two eastbound and two westbound) along the A4130
- Four bus stops (two eastbound and two westbound) as part of the Didcot Science Bridge section
- Six bus stops (a pair on the A4130 to the east of Collett Roundabout, a pair at the southern end inside the future employment site, and a pair near Appleford) as part of the River Crossing section, and
- Four bus stops (a pair at Culham Science Centre and a pair north of Clifton Hampden Village) as part of the Clifton Hampden Bypass section.

These additional bus stops will increase the accessibility and catchment of the existing bus services in this area, whilst also helping to cater for new or improved services in the future.

5. SCHEME OBJECTIVES AND THE BENEFITS OF THE SCHEME

Introduction

5.1. This section identifies how the Scheme as described in Section 4 meets the identified Scheme objectives. Furthermore, this section sets out the benefits that the Scheme provides in meeting the identified objectives. As set out above, these objectives are:

- **Reduce congestion and provide capacity** on the arterial routes within Didcot;
- **Enable modal shift** across the Science Vale;
- **Improve accessibility** across the River Thames and the Great Western Main Line in Didcot;
- **Improve resilience** of the transport network, including safety enhancements, which will respond to future uncertainties and opportunities;
- Enable **sustainable growth** within the Science Vale; and
- Ensure the Science Vale remains a **world-leading research location**.

Meeting the Scheme Objectives

5.2. The Scheme achieves all of the six Scheme Objectives set out above. The Scheme is designed to improve access to future housing and employment growth in the local area, including access by walking, cycling and public transport. The Scheme is policy backed and is the cornerstone of mitigation for the planned growth in the area. The Scheme does not aim to provide unlimited highway capacity for cars, or to remove all congestion; it forms part of a balanced transport strategy, which also provides high-quality walking and cycling infrastructure, helping to engender modal shift to more sustainable modes.

5.3. The Scheme will help relieve pressure on local transport networks and will facilitate economic growth across the Science Vale area whilst accommodating the expanding communities in the local area. The provision of walking and cycling facilities offer real mode choice for work and leisure, helping to encourage modal shift. Improving local roads and providing new roads will lead to more reliable journey times, less congestion, more job opportunities and better community links.

5.4. The Scheme both directly delivers and indirectly enables a significant number of new and/or improved walking and cycling routes in the area. The provision of additional and improved NMU routes and crossing points will help to reduce the existing severance caused by the Great Western Mainline and River Thames. Connections to public rights of way will be provided, and safe access to and from new bus stops. This will help to engender modal shift away from the private motor car, particularly for commuting purposes for employment and education, but also for important access to amenities such as retail and healthcare, and for leisure trips. The potential future NMU schemes that could link to the Scheme may be delivered by the Council, housing or employment developers, or other bodies. There may be other schemes identified through the planning application processes for other developments, or through the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP) which has yet to be undertaken.

- 5.5. The scheme will result in significant reductions in journey time across the network as presented in **Figure 12**.

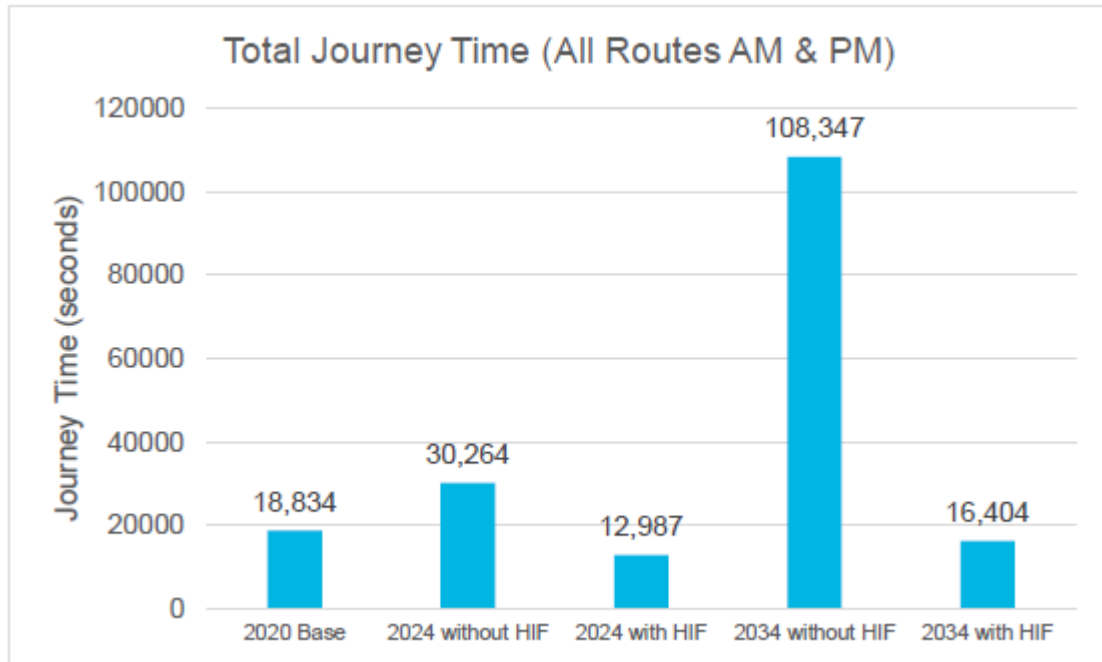


Figure 12: Journey Time Routes

- 5.6. The Scheme will significantly reduce journey time and/or improve journey time reliability for existing, altered, or new bus services and timetabling. In addition to improved journey time reliability, the Scheme provides 18 new bus stops, which will increase the accessibility and catchment of the existing, amended and new bus services in this area, enabling modal shift to public transport and active travel modes.
- 5.7. The A4130 Widening element of the Scheme includes upgrading the existing single carriageway road to dual carriageway standard, with adjacent but segregated walking and cycling infrastructure. This NMU provision will be key to encourage active modes, particularly to access the recently reopened Backhill Lane Tunnel to Milton Park Enterprise Zone and schools located in the new residential development sites. Equally, it will provide enhanced NMU provision and bus facilities, in part, from areas in the west to Didcot Town Centre and Didcot Parkway railway station. It will provide direct access and capacity for two strategic housing sites and the Enterprise Zone allocated in the Vale of White Horse District Council Local Plan 2031, as well as improved access to and from the Strategic Road Network.
- 5.8. The Didcot Science Bridge will reduce severance by providing another access point over the Great Western railway line, including for pedestrians and cycles. It will provide an alternative route for through traffic by improving the route (Northern Perimeter Road) around the town of Didcot. It will reduce congestion at Great Western Park junctions, Manor Bridge and Power Station roundabouts. This element of the Scheme will also enhance access to development sites at Valley Park (deemed as essential in

the Valley Park planning application and related Transport Assessment) and Didcot A, including further development opportunities on brownfield land.

- 5.9. The Didcot to Culham River Crossing element of the Scheme will alleviate the current severe transport impacts on the existing bridges at Sutton Courtenay / Culham and Clifton Hampden, whilst providing a new direct link across the River Thames including for pedestrian and cyclists. This element of the Scheme increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain.
- 5.10. The Didcot to Culham River Crossing element of the Scheme will also improve network resilience at periods of flooding. This element of the Scheme will also enhance access between Didcot and Culham Science Centre and further afield to Oxford (in conjunction with the Clifton Hampden Bypass), including new and direct pedestrian and cycle links. This will also enable direct active travel links between new homes at Culham and employment at Milton Park/Harwell campus via existing rights of way and other committed infrastructure proposals. Furthermore, this section of the Scheme directly serves as an access junction for an allocated residential development of 3,500 allocated new homes to the north of the A415, and supports wider cumulative development. It also improves access to Culham Science Centre, delivering improved connectivity for employees and visitors. This is not only for cars, as this section includes high-quality, off-carriageway pedestrian and cycle facilities along its full length, making commuting by cycle attractive between existing and future housing in Didcot to a major employment area at Culham Science Centre. It also provides the Didcot sites with a high-quality direct link to Culham, Abingdon, and an alternative route to Oxford, avoiding the congested A34.
- 5.11. The Clifton Hampden Bypass element of the Scheme provides relief to historic congestion within Clifton Hampden Village and enables further development at the Culham Science Village and Berinsfield Local Plan allocations, as well as commercial development at Culham Science Centre. Additionally, given the success of the Science Vale area, housing developments to the east of Oxford (allocated in South Oxfordshire District Council Local Plan 2034) are also reliant on the Clifton Hampden Bypass and Didcot to Culham River Crossing. This also means that the Scheme is required for Oxford City Council unmet housing need (often quoted as the least affordable area of the UK relative to wages), largely allocated to the east of Oxford City Centre. In addition, the Clifton Hampden Bypass element of the Scheme will provide enhanced NMU provision and access to Culham Science Centre (including access to the countryside) including creating the environment for enhanced bus services to existing and additional locations including to housing and employment areas in East Oxford. Additionally, it will create an improved environment in Clifton Hampden itself by removing (standing) traffic and therefore improving the noise and air quality conditions.
- 5.12. It is evident the Scheme provides a strategic solution to enhance the connectivity between key existing and allocated housing and employment growth areas. This will enable and foster innovation, research and development in the Science Vale area. Science Vale serves a cluster of innovative, high technology, research and development industries across South Oxfordshire District Council and Vale of White

Horse District Council. It is one of the anchors of the Oxfordshire Knowledge Spine, as described in the Oxfordshire Strategic Economic Plan. It has strong ties with Oxford University, one of the world's leading academic institutions, and contains two of the UK's leading science research centres at Culham and Harwell.

Benefits

5.13. In addition to meeting the six identified objectives, the scheme will also provide additional benefits for Didcot, surrounding Villages and the Science Vale. Whilst there maybe elements of overlap with the Scheme objectives, the benefits are deemed significant. The benefits have been identified below:

- Reducing traffic flow and associated congestion from surrounding historic parishes will enhance the local environment by improving air quality and reducing noise creating more heathy liveable streets
- Upholding Didcot "Garden Town (DGT)" status by reducing traffic flow and associated congestion through the Town centre, aiding in the DGT Central Corridor vision to be implemented
- Enables surrounding Villages to implement traffic calming measures such as Low Traffic Neighbourhoods (LTN's), 20mph zones, School Streets, etc. In addition to the potential to reclaiming highway land for civic and amenity spaces in the heart of villages
- Supports the efficient and connected movements of goods and services by updating the areas road classifications, signage strategy and HGV routes/weight restrictions, further deferring traffic from the Town Centre and local villages
- Improves NMU accessibility and connection to Green Spaces such as the Thames Path, Millennium Common etc.
- Delivers a high-quality and well comprehensive active travel network enabling direct and safe connections to existing and proposed education, employment, housing, amenity and recreational areas reducing the impact of the private vehicle;
- Facilities new or amended bus routes offering direct links to potential public transport hubs further enhancing accessibility
- Unlocks the delivery of homes in the DGT area including affordable homes; Enables the delivery of employment growth providing both white and blue collar jobs
- Greater resilience on the network by providing alternative routes through this important employment and residential area e.g. in February 2021 both the existing bridges over the River Thames at Clifton Hampden and Culham were closed due to flooding, requiring long diversion routes
- Provide community benefits by providing construction work locally and potential training opportunities
- Complements planned and funded infrastructure such Milton Heights Bridge, Northern Permitter Road 3 (NPR3) to achieve the greatest modal shift for private car use
- Creating a dynamic and innovative place where technology and efficient solution will be embraced such as Superfast broadband, Connected and Autonomous Vehicles (CAV), E-scooters and other emerging mobility demand transport modes

- Allows developers to concentrate efforts and funding to enhance the wider walking, cycling and bus networks, previously deemed as unviable or desirable but now deemed an essential part of the highway strategy
- Opportunity to restrict the historic Culham Cut / Sutton bridge and Clifton Hampden bridge to buses and NMU users only
- Opportunity for pedestrian and cycle access improvements at Appleford and Culham Railway Stations
- Upholding Didcot “Garden Town (DGT)” status by reducing traffic flow and associated congestion through the Town centre, aiding in the DGT Central Corridor vision to be implemented;
- Enables surrounding Villages to implement traffic calming measures such as Local Transport Network (LTN’s), 20mph zones, School Streets, etc. In addition to the potential to reclaiming highway land for civic and amenity spaces in the heart of villages.

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6. ALTERNATIVES TO THE SCHEME

Introduction

- 6.1. This Chapter outlines the rigorous scheme selection process that the Council has undertaken and its robust approach to ensuring an appropriate range of options have been identified, consulted, refined, and evaluated against available information in coming to the decision that the Scheme is the most appropriate solution to meet the need and objectives.
- 6.2. Identification of the preferred scheme option has been progressed in line with DfT's WebTag guidance as per the process shown in **Figure 13**.

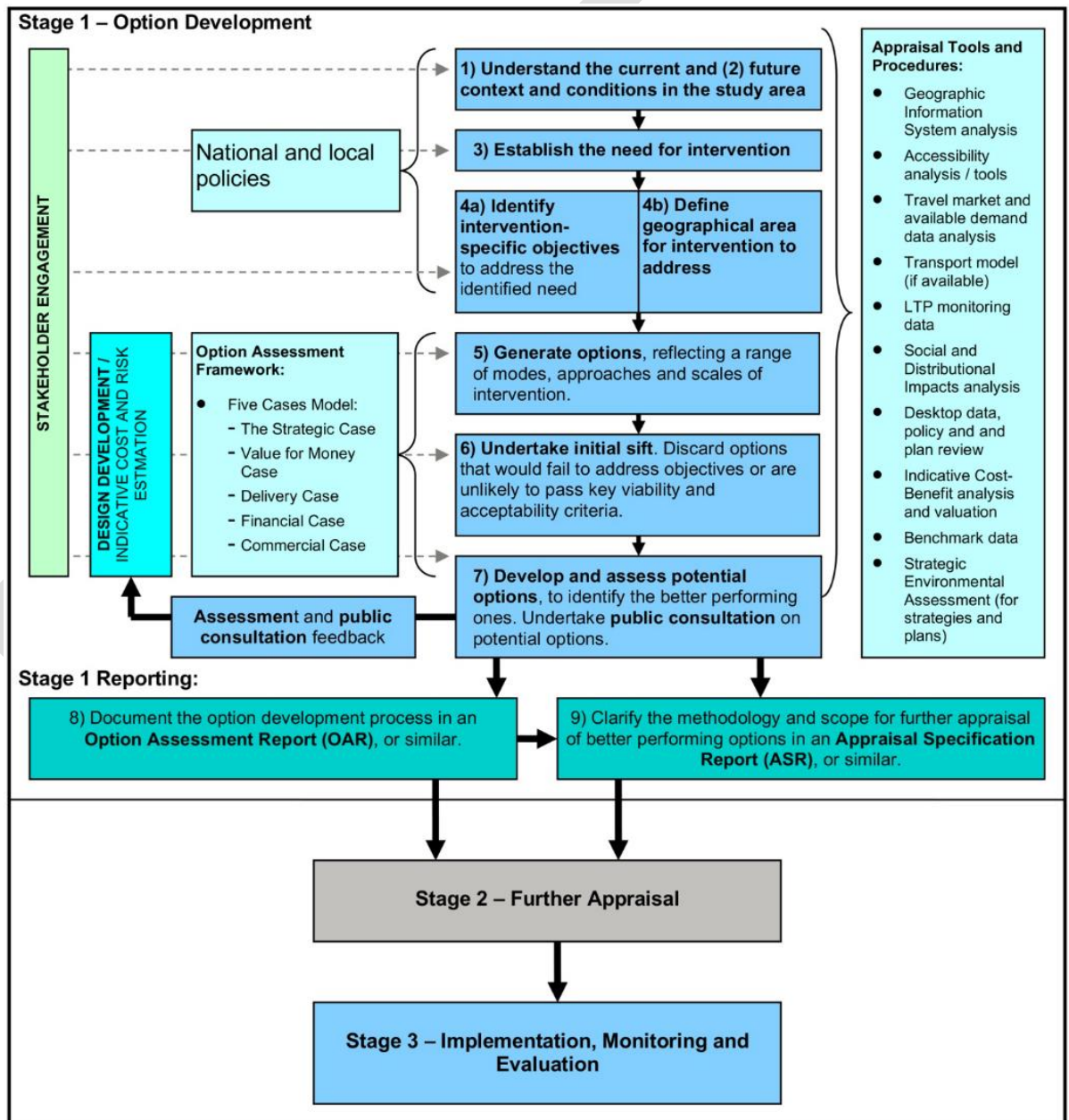


Figure 13: DfT's WebTag guidance

Option Appraisal Report

- 6.3. An Option Appraisal Report (OAR) Part Two [**Appendix 4**] was produced and submitted as part of the planning application and includes more detail on the alternatives and optioning process.
- 6.4. A robust optioneering and appraisal process was adopted to select better performing junctions/ access points improvement options, in accordance with the DfT TAG guidance. A four-phase appraisal process has been undertaken as shown in **Figure 14**.

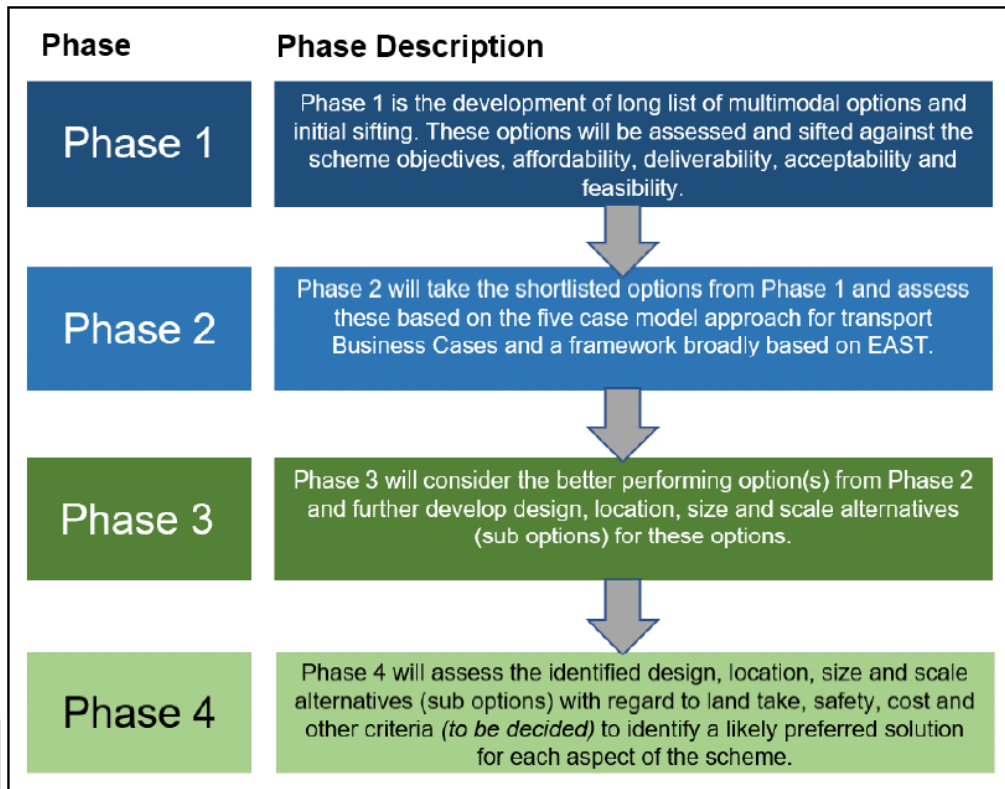


Figure 14: Options Identification and Appraisal Process

- 6.5. The following sections provide a summary of each of the option appraisal stages.

Phase 1: Initial Sift

- 6.6. **Table 2** provides an overview of all options considered as part of the Phase 1 appraisal process, including the mode and source document. The options are also shown in **Figure 15**.

Option Ref	Intervention	Mode
0	Do Minimum	No additional
1	A4130 Widening	Multi-modal
2	Didcot Science Bridge	Multi-modal
3	Didcot to Culham River Crossing	Multi-modal
4	Clifton Hampden Bypass	Multi-modal
5	Enhanced bus network including bus lanes and bus priority signals	Public Transport
6	Park and Ride in vicinity of A34	Public Transport
7	Improved rail services from Didcot to Oxford and Reading	Public Transport
8	Improved station at Didcot & Culham plus new station at Grove	Public Transport
9	Junction realignment and signalisation	Highways
10	Upgrades and co-ordinated traffic signal control	Highways
11	Comprehensive cycle and walking networks across Science Vale	Active Travel
12	Science Vale Bus Rapid Transit	Public Transport
13	Science Vale Light Rail Link	Public Transport
14	Demand Responsive Transport	Public Transport
15	Small scale bus improvements across Science Vale	Public Transport
16	A34 Widening	Highways

Table 2: Phase 1 Options Assessed

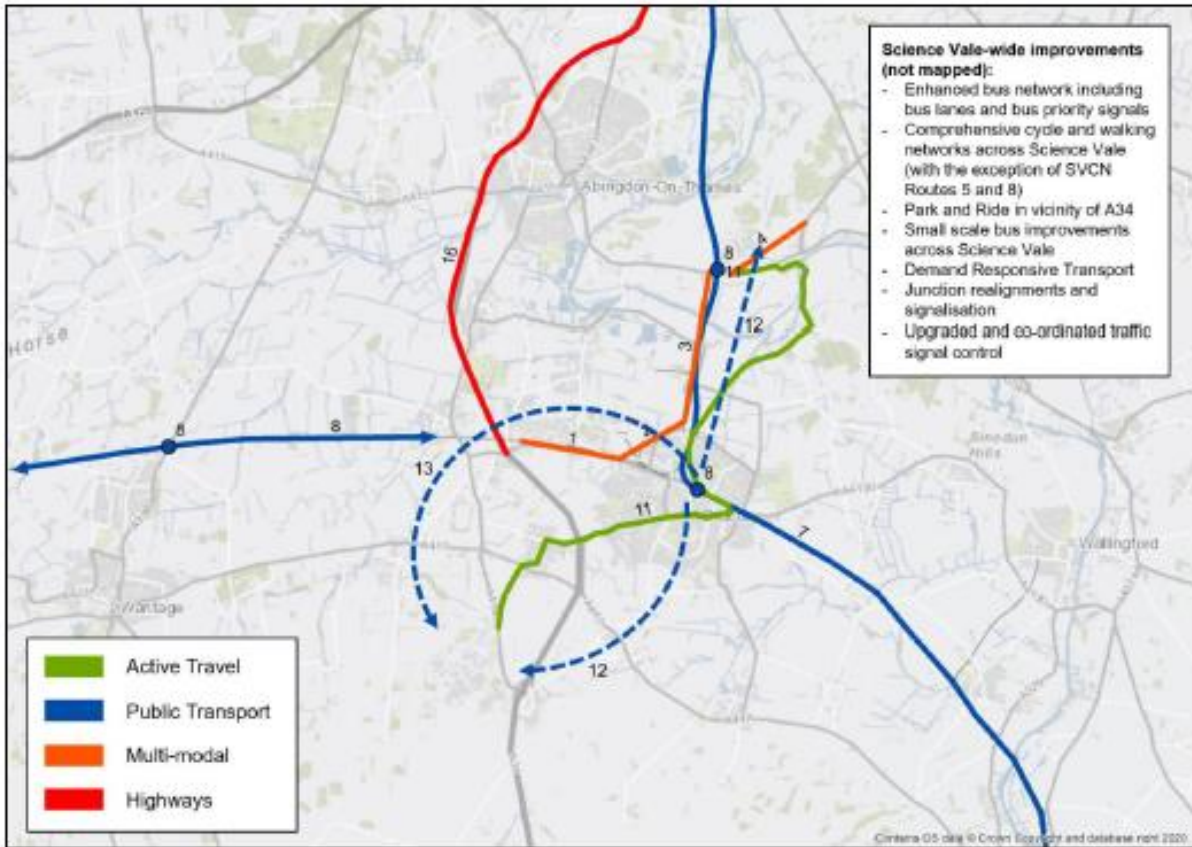


Figure 15 Options assessed as part of the OAR and set out in Table 2 'Phase 1 Options Assessed' above

6.7. For the initial sift (Phase 1), each option in **Table 2** was appraised by assessing its alignment with the Scheme Six objectives alongside additional criteria of affordability, deliverability, acceptability and feasibility. The summary results of the Phase 1 Sift can be found in **Table 3** and are set out in detail in the OAR [**Appendix 4**].

Option Ref	Score	Status
0	-17	This option has not been taken forward for assessment due to the very poor score achieved.
1	20	This option has been taken forward for further assessment in Phase 2.
2	15	This option has been taken forward for further assessment in Phase 2.
3	16	This option has been taken forward for further assessment in Phase 2.
4	18	This option has been taken forward for further assessment in Phase 2.

5	-3	This option has not been taken forward for assessment due to the poor score achieved.
6	-10	This option has not been taken forward for assessment due to the poor score achieved.
7	-7	This option has not been taken forward for assessment due to the poor score achieved.
8	3	This option has been taken forward for further assessment as it scores positively and requires further assessment to understand in greater detail the benefits and challenges associated with this option.
9	-22	This option has not been taken forward for assessment due to the poor score achieved.
10	-14	This option has not been taken forward for assessment due to the poor score achieved.
11	-2	This option has not been taken forward for assessment due to the poor score achieved. Improved walking and cycling should, however, be a key feature of preferred scheme options.
12	-3	This option has not been taken forward for assessment due to the poor score achieved.
13	-7	This option has not been taken forward for assessment due to the poor score achieved.
14	-4	This option has not been taken forward for assessment due to the low score achieved.
15	-9	This option has not been taken forward for assessment due to the low score achieved.
16	-12	This option has not been taken forward for assessment due to the low score achieved.

Table 3: Stage 1 Option Sift Summary

6.8. The Phase 1: Initial Sift identified five options that would contribute to delivering the level of growth needed to achieve local housing and employment requirements. Due to the positive score achieved the following options were taken forward to Phase 2 for a more detailed appraisal:

- Option 1: A4130 Widening
- Option 2: Didcot Science Bridge
- Option 3: Didcot to Culham River Crossing
- Option 4: Clifton Hampden Bypass, and

- Option 8: Improved stations at Didcot and Culham, plus a new station at Grove.

Phase 2: EAST Appraisal and Scoring

- 6.9. Phase 2 assessed the five shortlisted options based on the following five-case business case approach and a framework based on the Early Assessment and Sifting Tool (“EAST”) methodology:
- Strategic
 - Economic
 - Management
 - Financial, and
 - Commercial.
- 6.10. The criteria used to assess each option is set out in Appendix D of the OAR [**Appendix 4**]. **Table 4** summarises the results of the Phase 2 sift, and the full assessment is outlined in Appendix E of the OAR [**Appendix 4**].
- 6.11. The assessment aimed at drawing out weaknesses and strengths of each of the options, rather than quantitatively comparing them on the score achieved, to understand the nuance of each of the options. The scores nevertheless provide a broad guide as to how the options compare to one another.

Option	Business Case Element				
	Strategic (max score 60)	Economic (max score 25)	Management (max score 25)	Financial (max score 20)	Commercial (max score 15)
1	50	19	22	17	13
2	49	18	18	15	12
3	49	19	18	14	12
4	50	19	20	16	12
8	35	18	16	12	7

Table 4: Phase 2 Score Summary

- 6.12. The Phase 2 appraisal showed how the five options perform against the five-case business case criteria laid out in the EAST tool. The benefits of the five options have been clearly defined, whilst the areas in which each option does not perform have also been highlighted. This assessment was not aimed at identifying one single preferred option, but instead to draw out the strengths and weaknesses of each option.
- 6.13. The assessment has identified that across all five-case business case criteria, Option 8 (Improved stations at Didcot and Culham, plus a new station at Grove) performed the worst. There were key concerns for this option including the significant cost,

deliverability and potential to support planned development across Didcot and Science Vale. There were also concerns surrounding the programme of delivery of this option and how this would align with planned development. Overall, it was demonstrated that this option would not be a suitable fit to support development across Didcot and Science Vale and, therefore, the option was discounted and not taken forward to the next stage of assessment.

- 6.14. The remaining four assessed options went forward to be further assessed as part of Phase 3 and 4. These were as follows:
- Option 1: A4130 Widening
 - Option 2: Didcot Science Bridge
 - Option 3: Didcot to Culham River Crossing, and
 - Option 4: Clifton Hampden Bypass.

Phase 3 and 4: Sub Options

- 6.15. Phase 3 and 4 considered design, location, size, and scale alternatives to the four preferred options as identified in Phase 2. The alternatives were based on optioneering studies undertaken by Oxfordshire County Council as presented in **Figure 16**.

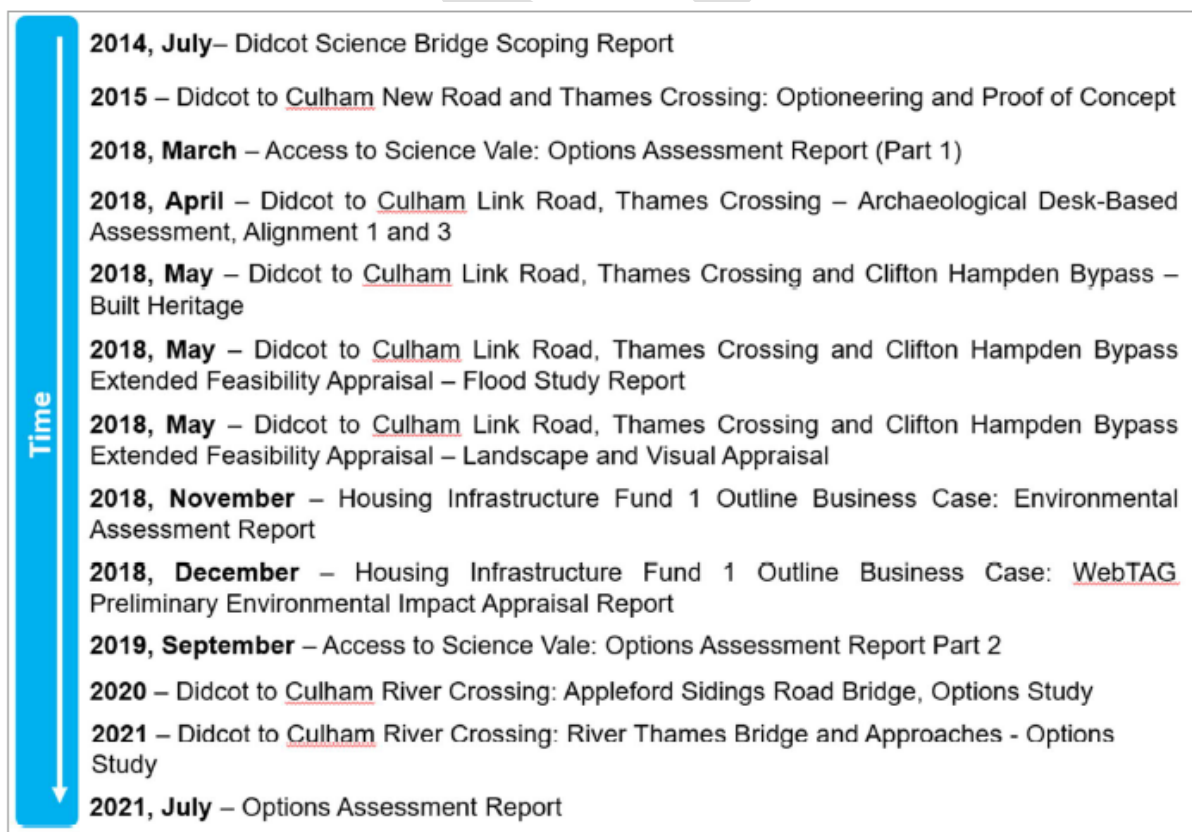


Figure 16: Chronology of optioneering reports

A4130 Widening – Sub Options

6.16. For the A4130 Widening, two sub-options were assessed as illustrated on **Figure 17**.

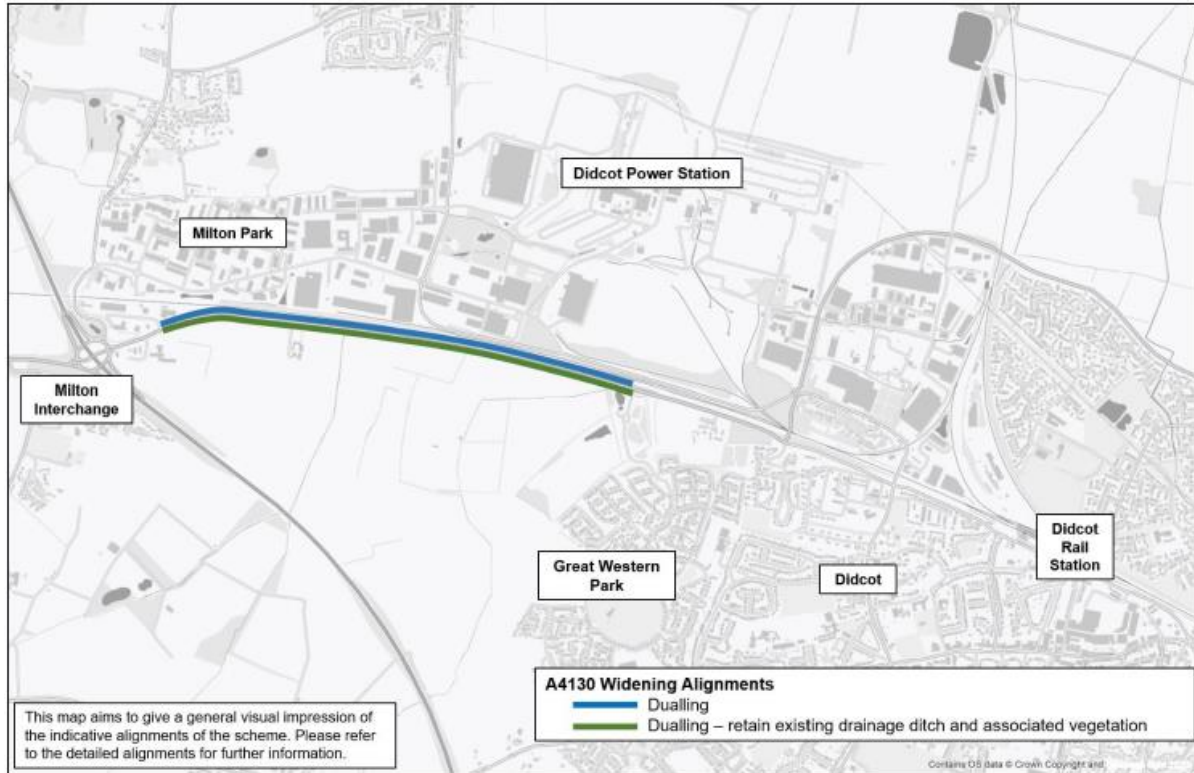


Figure 17: A4130 Widening Sub Options

6.17. In summary, the 2021 OAR concluded the following with regards to the A4130 Widening sub options:

*8.2.6 After consideration of the benefits, issues and deliverability constraints for each of the A4130 Widening sub-options it has been determined that **sub-option 1.5** (Dualling – retain existing draining ditch and associated vegetation) is the preferred option.*

Didcot Science Bridge - Sub Options

6.18. For Didcot Science Bridge, three sub-options were assessed. These alignments were first identified in the Didcot Science Bridge Scoping Report produced by Atkins in 2014 and have since been refined further. **Figure 18** shows the indicative locations of the three sub-options assessed.

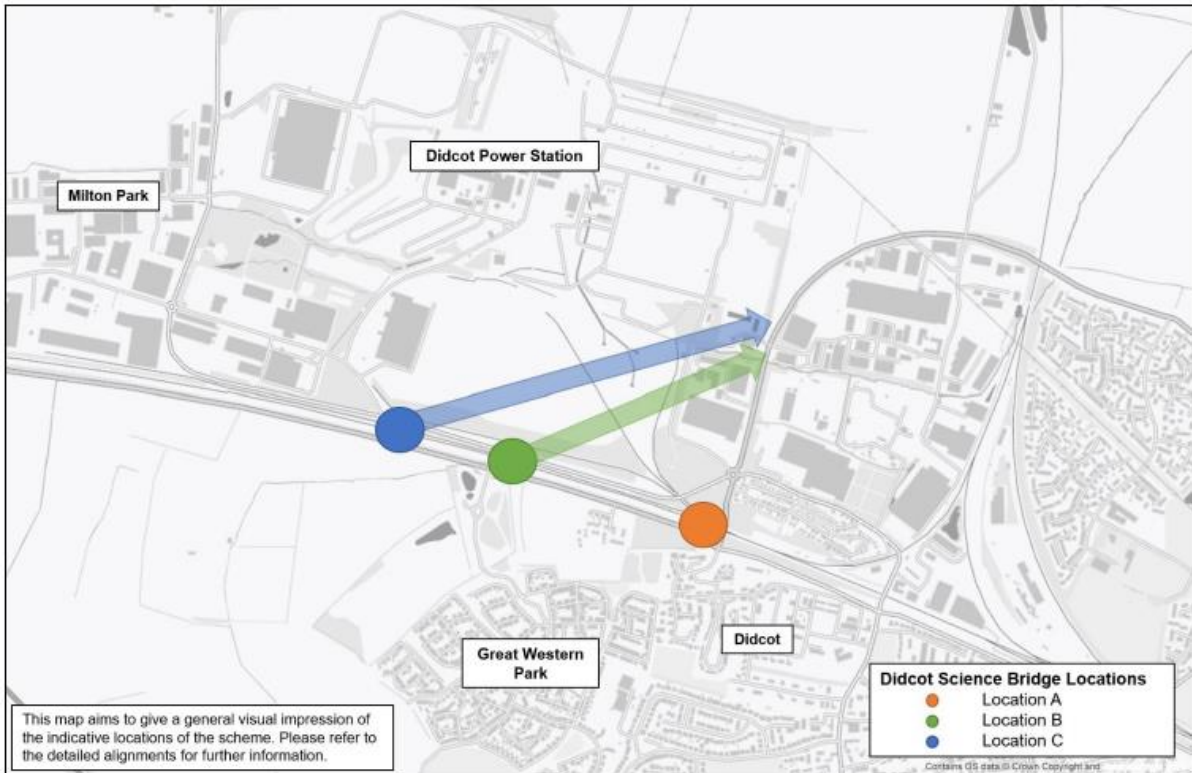


Figure 18: Didcot Science Bridge Sub Options

6.19. In summary, the 2021 OAR concluded the following with regards to the Didcot Science Bridge sub options:

*8.3.8 After considerations of the benefits and issues for each of the Didcot Science Bridge sub-options it has been determined that **sub-option 2.4** (Alignment C) is the best performing as it can be built off-line and links housing directly to employment.*

Didcot to Culham River Crossing – Sub Options

6.20. It should be noted that the Didcot to Culham River Crossing scheme has been subject to substantially more optioneering than the other options brought forward, as the site is less spatially constrained and many different alignments were able to be investigated at the early design stage. However, there are also a number of environmental and engineering constraints unique to the Didcot to Culham River Crossing, and these needed to be taken into consideration as part of design. As illustrated in **Figure 19** six indicative alignments were assessed.

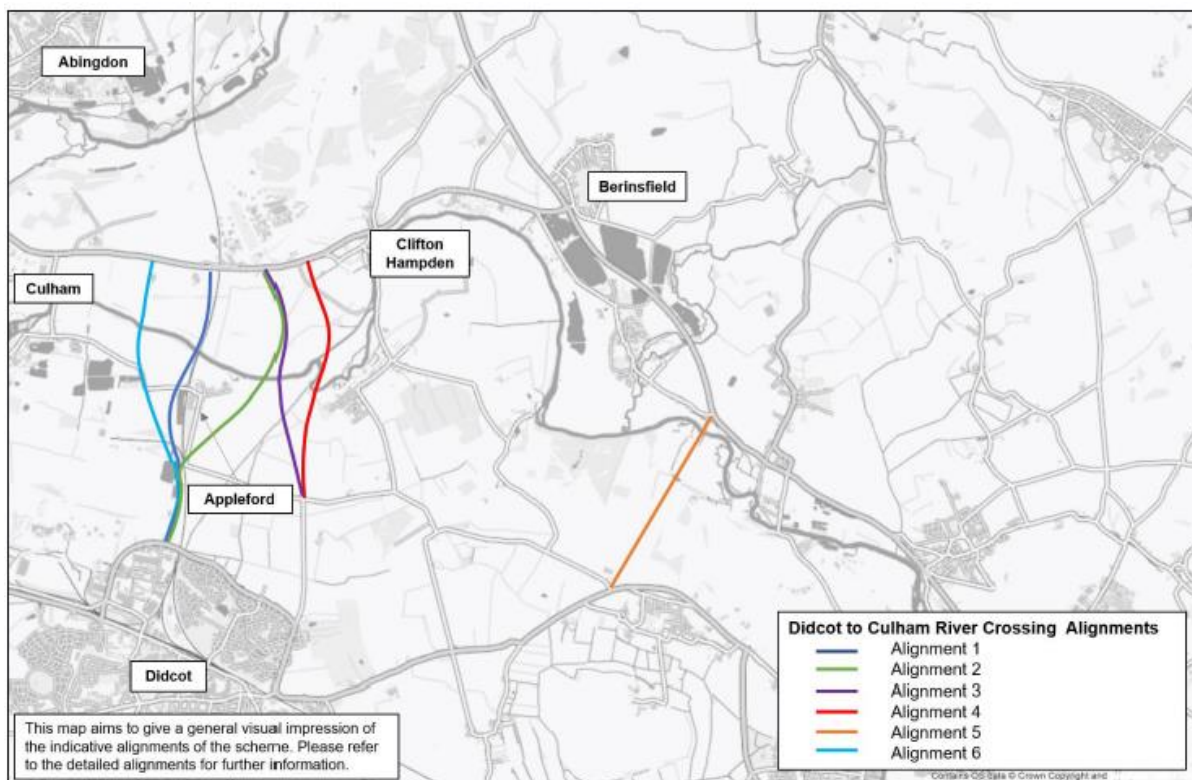


Figure 19: Didcot to Culham River Crossing Sub Options

6.21. In summary, the 2021 OAR concluded the following with regards to the Didcot to Culham River crossing sub options:

*8.4.19 After consideration of the benefits and issues for each of the Didcot to Culham River Crossing sub-options it has been determined that **sub-option 3.6** (Alignment 6 as shown on Figure 19) (New Western Alignment) is the best performing as this minimises the environmental impacts of the scheme, avoids areas of archaeological importance and is more likely to be cost effective.*

Clifton Hampden Bypass Sub Options

6.22. For the Clifton Hampden Bypass, four sub-options were assessed as presented in **Figure 20**.

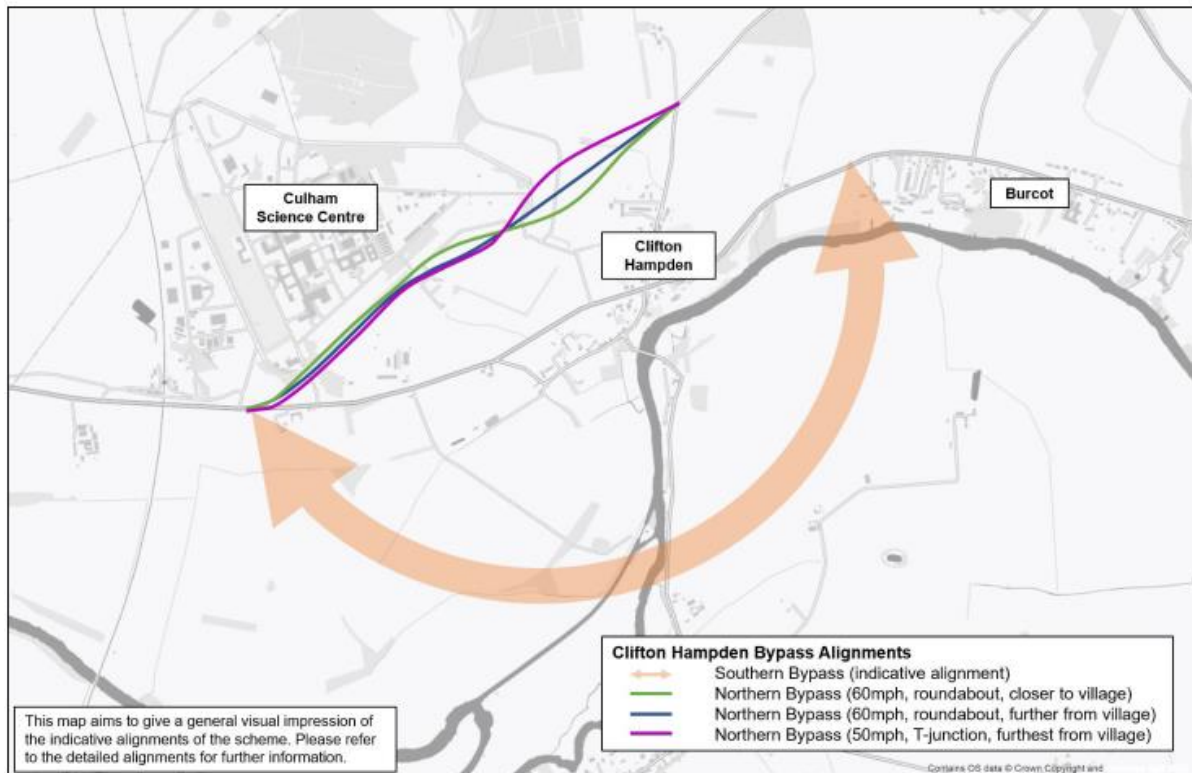


Figure 20: Clifton Hampden Bypass Sub Options

6.23. In summary, the 2021 OAR concluded the following with regards to the Clifton Hampden Bypass sub options:

*8.5.10 After consideration of the benefits and issues for each of the Clifton Hampden Bypass sub-options it has been determined that **sub-option 4.6** (Northern Bypass – T-junction at eastern end) is the best performing as it reduces land take and cost, protects a Category A Oak Tree and discourages the use of the village as a through route.*

OAR Alternative Summary

6.24. It is clear that the alternatives optioneering process has been rigorous and the Scheme embodies the result of that process. It is the most suitable and appropriate means of meeting the identified objectives, with Oxfordshire County Council Cabinet resolving to approve the preferred scheme alignment on 21 July 2020.

Appleford Parish Council – River Crossing Alternatives

6.25. Following Cabinet approval in July 2020 of the preferred alignment and subsequent engagement Appleford Parish Council (APC), requested that further options on the Didcot to Culham River crossing were explored. On 7 January 2021, APC provided the Council with a position paper (Environmental Statement – Volume I Chapter 3: Assessment of Alternatives [**Appendix 5**]), which requested that the alignment for the Didcot to Culham River Crossing be moved further to the west of Appleford. Figure 21 shows the Appleford Parish Council alternative route.



Figure 21: Alternative alignment proposed by Appleford Parish Council

- 6.26. This alignment was rejected for the numerous reasons set out in the Environmental Statement – Volume I Chapter 3: Assessment of Alternatives [**Appendix 5**]. This was explained to APC, who subsequently sought to amend their alignment to address these constraints. Figures 22 and 23 illustrate APC's revised suggested alignment.

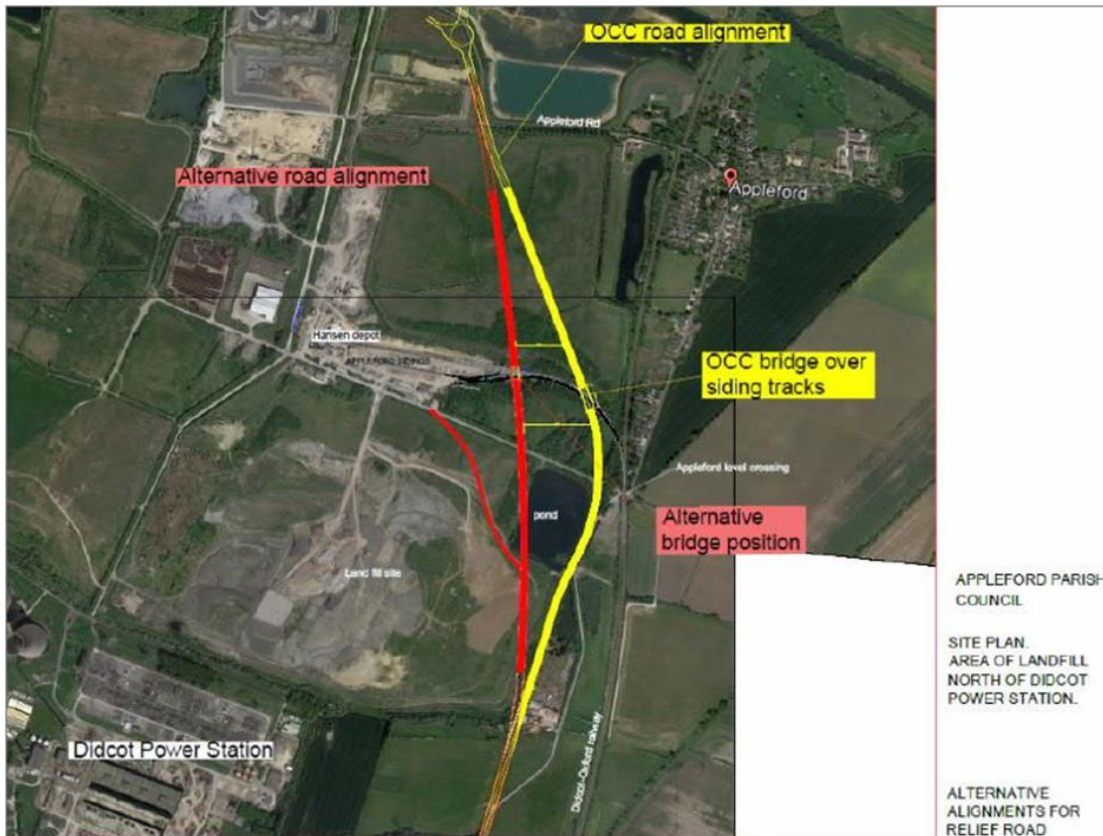


Figure 22: Amended APC alignment

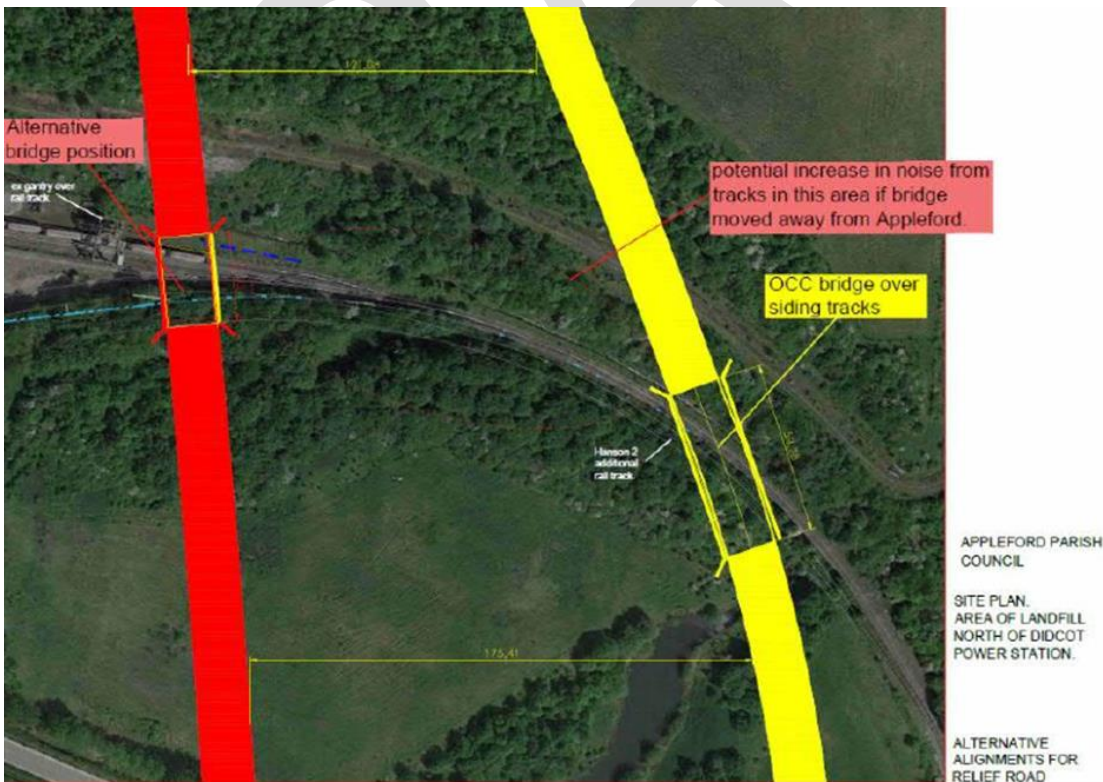


Figure 23: Amended APC alignment – bridge crossing over the Appleford sidings

- 6.27. This alignment was also considered not to be feasible for several reasons, including numerous environmental reasons. Owing to the aforementioned environmental issues, engineering issues and budgetary issues (with the alignments suggested by APC), this alignment has not been considered further.
- 6.28. APC accepted that there are issues with constructing a road through an area that includes operational and historic landfill sites and requested that other options to reduce the impact of the Scheme be considered. It was requested that a bridge structure over the lake located to the west of the Scheme be considered, which will move the alignment west by 100 to 200 m. Given the lake's size, depth and volume, a road across it will either need to be a viaduct type structure or some of the lake would need to be in-filled. This will have several environmental constraints, as set out in Environmental Statement – Volume I Chapter 3: Assessment of Alternatives [Appendix 4]. Owing to these reasons, along with other engineering and budgetary issues, this option was not considered further.

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7. CONSULTATION AND PUBLIC ENGAGEMENT – SECTION TO BE UPDATED

Introduction

- 7.1. The Acquiring Authority has consulted with stakeholders extensively throughout the development of the Scheme. A stakeholder engagement strategy was developed for the Scheme and was based on the following principles:
- Early and ongoing engagement to inform and influence the Scheme design development process
 - Seeking an appropriate level of feedback at each stage in the iterative design process and ensuring that comments received are taken into consideration, where appropriate
 - Building of long-term relationships with key stakeholders throughout the different stages of the Scheme to help better understand their views, and
 - Where possible and practicable ensuring concerns are addressed.
- 7.2. The main areas of engagement/consultation that have taken place prior to the submission of the planning application for the Scheme are set out below.

Consultation on Local Plans

- 7.3. The Scheme has been subject to numerous consultation periods during the production of Local Plans, including:
- The Oxfordshire County Council Local Transport Plan 4 (Connecting Oxfordshire 2015-2031), which included specific proposals for the Scheme and was adopted in 2015, following public consultation on the draft plan earlier in the same year;
 - The Vale of White Horse District Council Local Plan 2031 (Part 1 and 2) safeguards land for future transport schemes, including the majority of the land now included within the Scheme. The Local Plan was subject to public consultation in 2014, with Part 2 refining the area required for the Didcot to Culham River Crossing, and was subject to further public consultation in 2017, and
 - The South Oxfordshire District Council Local Plan (2011-2035) safeguards land for future transport schemes, including the majority of the land now included within the Scheme. This Local Plan was subject to public consultation in 2019.

Landowner and Developer Engagement (February 2020 – present)

- 7.4. Landowner engagement has been ongoing since early 2020. To ensure a comprehensive understanding of land ownership and occupation, the Council's appointed land referencing agents, Gateley Hamer, wrote to landowners in July 2021 with a questionnaire about their land holding. Discussions have been held with landowners regarding access to land, and engagement in relation to land access is ongoing with these landowners. Major landowners are represented and are aware of the land acquisition principles, and negotiations will continue in order to seek private acquisition of the rights and interests in land required for delivery of the Scheme.

Stakeholder Briefings/Meetings (February 2020 – present)

- 7.5. Frequent engagement has also been undertaken with elected representatives relevant to the Scheme, including but not limited to:
- Appleford Parish Council
 - Berinsfield Parish Council
 - Clifton Hampden Parish Council
 - Culham Parish Council
 - Didcot Town Council
 - Harwell Parish Council
 - Long Wittenham Parish Council
 - Milton Parish Council
 - Newington Parish Council
 - Nuneham Parish Council
 - Oxfordshire County Council
 - Stadhampton Parish Council
 - South Oxfordshire District Council
 - Sutton Courtenay Parish Council, and
 - Vale of White Horse District Council.
- 7.6. In addition, consultation with local Non-Motorised User groups has been undertaken to inform the production of the Walking, Cycling and Horse Rider Assessment (WCHAR) Report. The aim of the WCHAR was to gain an understanding of all relevant existing facilities for pedestrians, cyclists and horse-riders (the users) in the local area, to provide background user information that can be referred to throughout the design process and to identify opportunities for improvement for users. The WCHAR has been submitted as part of the planning application submission for the Scheme.
- 7.7. Prior to the submission of the planning application in [04 October 2021], online meetings took place with key Non-Motorised User groups on 13 May and 10 June 2021. The aim of these meetings was to provide an update on the Scheme and highlight changes to the proposed plans since the 2020 consultation. This also facilitated the Acquiring Authority's consideration of its Public Sector Equality Duty.
- 7.8. Online meetings took place in December 2020, February 2021 and January 2022 with local bus operators. The aim of these meetings was to provide an update on the Scheme and highlight bus infrastructure and key changes to the proposed plans since the 2020 consultation.

Local Planning Authority Pre-Application Engagement (March 2020 – April 2021)

- 7.9. In advance of the submission of the planning application, formal pre-application advice was obtained from the Local Planning authority from March 2020 to April 2021.
- 7.10. In advance of the planning application and as the design of the Scheme evolved up to that point, proactive engagement continued with statutory bodies such as the Environment Agency, Natural England, Lead Local Flood Authority and National Highways to ensure that any Scheme impacts are carefully and comprehensively mitigated.

Environmental Impact Assessment Scoping Engagement

- 7.11. An Environmental Impact Scoping Report was submitted by the Council to the Local Planning Authority in April 2020. The Local Planning Authority provided a Scoping Opinion in July 2020, which detailed the opinions of both statutory and non-statutory consultees. The Environmental Impact Assessment undertaken and reported in the Environmental Statement, was based on the Local Planning Authority Scoping Opinion. Each of the technical assessments, reported within the Environmental Statement, was subject to consultation with the relevant statutory consultees.

Public Consultation

- 7.12. The Acquiring Authority held public consultation events between 2-25 November 2018 on the proposed package of strategic transport improvements for Didcot and the surrounding area, which will support planned growth as detailed in the Local Plan.
- 7.13. The initial consultation in 2018 focused on a package of strategic improvements, including:
- **A4130 Capacity Improvement** – dualling of the A4130 between the A34 and new Science Bridge, including new and improved pedestrian and cycling measures.
 - **Science Bridge** – A new road link from the new dualled section of the A4130, over the railway, back to the A4130 at Purchas Road, including pedestrian and cycling infrastructure.
 - **Culham to Didcot River Crossing** – a new road between Culham near the Science Centre to Didcot's A4130 perimeter road, including pedestrian and cycling infrastructure.
 - **Clifton Hampden Bypass** – a new road between the A415, Abingdon Road, at the Culham Science Centre and B4015, Oxford Road, north of Clifton Hampden village

Note: names and descriptions of the four elements of the Scheme have evolved during the design phase. The above descriptions are representative of the 2018 consultation.

- 7.14. When presenting the details of each element of the Scheme, information regarding the advantages and disadvantages of the different options considered was also provided, including the preferred option.
- 7.15. Respondents were asked to provide feedback on the design proposals through completing a feedback form. The feedback form was available at the online and in-

person public exhibitions, with a space to provide a free-text response to the following question:

'Do you have any comments on the proposed package of strategic transport improvements for Didcot and the surrounding area to support planned growth?'

7.16. In total, 307 consultation responses were received during the 2018 consultation, of which 13 did not provide any comments. A summary of the key topics mentioned for each of the Scheme elements is outlined below:

A4130 Widening

- Dualling of the road should be extended further.
- Bus lanes along the A4130 should be considered.

Didcot Science Bridge

- Connections to Milton Park should be considered.

Didcot to Culham River Crossing

- Impact of alignment 1 on the village of Appleford.
- Alignment 1 would require two roundabouts on the A415.
- Alignment 3 and 4 would link closely to Culham Science Centre and the proposed Clifton Hampden Bypass.
- Consideration should be given of an alignment further west of Appleford using the existing Haul road.

Clifton Hampden Bypass

- The bypass should be further north or designed to be further away from properties.

General

- More focus to be made on public transport, cycling and walking.
- Consequential traffic problems in Nuneham Courtenay, Stadhampton and Chiselhampton and Golden Balls Roundabout.
- Concerns about how the Oxford to Cambridge Expressway will fit in with the scheme.
- Scheme should be delivered prior to new housing development.
- Consideration to improve the A34 needs to be made.
- Concerns that new roads may encourage more traffic.
- Traffic modelling/ traffic data was not shown to evidence how the schemes will help.
- Concerns about the impact on the environment

- 7.17. A further public consultation was held from 20 March – 30 April 2020 on the details of the Scheme. Public consultation events were planned for the Scheme, however, due to Government’s guidance on social distancing in response to COVID-19, the in-person events were not able to go ahead.
- 7.18. A number of measures were introduced to ensure people could still participate, including holding an online consultation (which included a live chat function), hosted on the Acquiring Authority’s website. Letters were sent to over 22,000 residences in the area. Radio and newspaper (print and online) adverts were published. Telephone numbers of Acquiring Authority Officers were advertised. Additionally, printed versions of the materials were sent to those who requested them due to lack of internet access.
- 7.19. The consultation was originally planned to last 4 weeks, which is usual for a non-statutory consultation, but this duration was extended to 6 weeks to allow people more time to respond.
- 7.20. This stage allowed the public to give feedback on the technical preferred options for each of the four elements of the Scheme via a dedicated email address, survey web-form, printed response form or a dedicated phone number. The Acquiring Authority advertised the consultation via the local media, social media, on site and a direct mailing campaign.
- 7.21. Information about the Scheme could be obtained online, at the consultation events, in the dedicated consultation booklet/response form or via a discussion with a Council officer via the dedicated project email/phone number. This included general information about each of the options, plus the relevant scheme plans.
- 7.22. As part of the 2020 virtual consultation (20 March – 30 April 2020), 686 pieces of feedback were submitted by stakeholders. These comprised 613 responses submitted via the online consultation feedback form, 48 via email, 13 via hard copy posted forms, eight via the phone and four via the live chat in the virtual consultation room. A breakdown of how responses were submitted is provided in **Figure 24**.

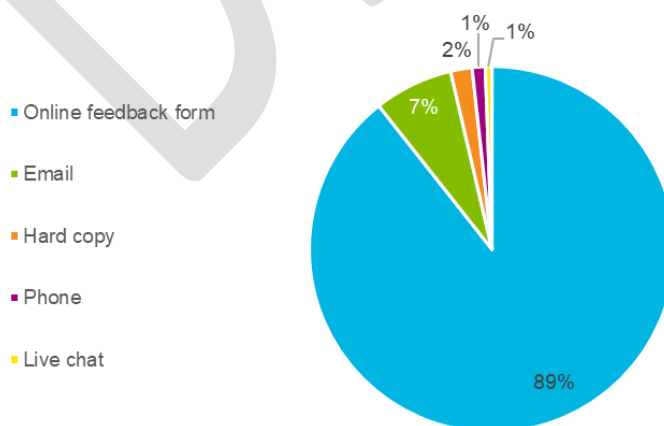


Figure 24: Feedback methods for the 2020 consultation (686 responses)

7.23. The feedback form asked respondents to specify whether they lived and/or worked in Didcot or the surrounding area. 37% of respondents stated that they lived in the surrounding area, followed by 33% of respondents who stated they lived in Didcot. 23% stated that they worked in the surrounding area, followed by 6% who stated they worked in Didcot.

7.24. **Figure 25** provides a high-level summary of the 2020 formal responses to each element of the Scheme:

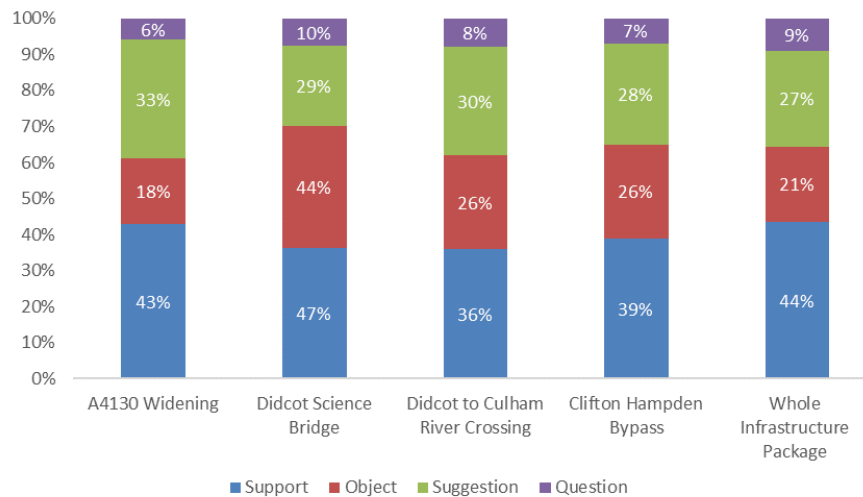


Figure 25: Categorisation of on whether comments supported or objected the scheme(s), made a suggestion or asked a question

7.25. The feedback form also asked respondents to state whether they were responding as an individual, business/group/organisation or on behalf of a parish/town/district/county council. Of those who responded, 92% of respondents were answering as an individual, followed by 6% on behalf of a business/group/organisation and only 2% were answering on behalf of a parish/town/district or county council.

7.26. The main feedback form was split into five questions including:

- Please provide us with comments you may have on the A4130 Widening Scheme.
- Please provide us with comments you may have on the Didcot Science Bridge Scheme.
- Please provide us with any comments you may have on the Didcot to Culham River Crossing Scheme.
- Please provide us with any comments you may have on Clifton Hampden Bypass Scheme.
- Please provide us with any general comments on the proposed package of strategic transport improvements.

Table 5 summarises the comments received on the Schemes active travel proposals.

Number of Comments	Key Theme	Sentiment			
		Support	Object	Suggestion	Question
Q1: A4130 Widening					
158	Cycle Infrastructure	41%	15%	40%	5%
95	Pedestrian Infrastructure	39%	19%	37%	5%
22	Safety	23%	14%	59%	5%
14	Bus Infrastructure	7%	7%	86%	0%
9	Onward Cycling Connections	22%	67%	11%	0%
4	Public Rights of Way	25%	50%	25%	0%
Q2: Didcot Science Bridge					
91	Cycle Infrastructure	38%	10%	45%	7%
51	Pedestrian Infrastructure	39%	14%	41%	6%
10	Onward Cycling Connections	10%	70%	20%	0%
8	Safety	25%	13%	50%	13%
8	Bus Infrastructure	13%	25%	63%	0%
1	Public Rights of Way	100%	0%	0%	0%
Q3: Didcot to Culham Science Bridge					
88	Cycle Infrastructure	40%	9%	41%	10%
44	Pedestrian Infrastructure	36%	7%	45%	11%
32	Onward Cycling Connections	8%	16%	63%	19%
17	Safety	29%	41%	24%	6%
9	Bus Infrastructure	0%	0%	89%	11%
8	Public Rights of Way	0%	13%	88%	0%
Q4: Clifton Hampden Bypass					

73	Cycle Infrastructure	26%	25%	45%	4%
51	Pedestrian Infrastructure	24%	9%	45%	2%
22	Safety	23%	59%	18%	0%
13	Onward Cycling Connections	0%	15%	77%	8%
9	Bus Infrastructure	0%	0%	89%	11%
8	Public Rights of Way	25%	13%	38%	25%
Q5: General					
99	Cycle Infrastructure	34%	10%	47%	8%
43	Pedestrian Infrastructure	49%	19%	28%	5%
26	Onward Cycling Connections	8%	12%	62%	19%
20	Bus Infrastructure	5%	20%	70%	5%
8	Safety	38%	13%	50%	0%
0	Public Rights of Way	0%	0%	0%	0%

Table 5: Categorisation of on whether comments supported or objected the scheme(s), made a suggestion or asked a question

7.27. Throughout the 2018 and 2020 consultation periods, a number of consistent key themes emerged through feedback received and discussions as part of one-to-one meetings. A summary of the key emerging themes are:

- Traffic impact – comments related to speed limits, traffic capacity, impact on neighbouring villages and junctions.
- Environmental – comments related to impact on air quality, noise and loss of roadside vegetation and biodiversity.
- Cycle infrastructure – comments related to the inclusion of segregated cycleways and safe crossings, as well as connectivity to existing cycleways.
- Pedestrian infrastructure – comments related to the inclusion of segregated pedestrian walkways and safe crossings including signalised crossings.
- Bus infrastructure – comments related to the provision of additional bus stops as a more sustainable transport method.
- Safety – comments related to concerns around a lack of segregation of walkways and cycleways from roads, speed limits and provision of safe pedestrian crossings.
- Construction – comments related to potential disruption caused by construction and mitigation measures to be put in place, as well as how residents will be kept informed.

- Public Rights of Way – comments related to how new the schemes will be integrated with existing public rights of way and the provision of bridleways and pedestrian/cycling routes.

7.28. A Statement of Community Involvement [**Appendix 6**] was produced following the formal engagement events and was submitted as part of the planning application. This includes more detail on the 2018 and the 2020 consultations.

Website

7.29. A dedicated webpage was developed on the Oxfordshire County Council website (www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-and-area-improvements), which provided scheme details, frequently asked questions, scheme video flythrough, public friendly General Arrangements plans and link to the Scheme's planning application on the Local Planning Authority website. The website also provides a dedicated HIF1 scheme email address.

Conclusion

7.30. It is evident that throughout the evolution of the Scheme, the Council has both consulted widely and extensively, and has been responsive to the information gathered during the consultation process which has shaped and informed the Scheme as described in this section. The output of consultation has fed into the alternatives and optioneering process as explained in Section 7 above.

8. PLANNING POSITION

Introduction

8.1. In making the CPO, the Acquiring Authority has had regard to the national and local planning policy context and other material planning considerations. This section describes the planning background and planning policy context. It includes a summary of Scheme compliance when considered against the relevant planning policy context and other material considerations. A full planning assessment of the Scheme is contained within the Planning Statement [**Appendix 3**].

Planning Policy Context

8.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004, together with s.70 of the Town and Country Planning Act 1990, provides that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

8.3. The Scheme is located within Oxfordshire County. The Scheme passes through the administrative boundaries of two local authorities: Vale of White Horse District Council and South Oxfordshire District Council. However, the planning application has been submitted to Oxfordshire County Council (OCC) as the determining Local Planning Authority (LPA) under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application is a Regulation 3 application as defined by the Town and Country Planning General Regulations 1992.

8.4. The Development Plan for the Scheme comprises the following documents:

- South Oxfordshire Local Plan 2035 (adopted 2020) ('SOLP')
- Vale of White Horse Local Plan Part 1 Strategic Sites and Policies (adopted 2016) ('VoWHLP')
- VoWHLP Part 2 Detailed Policies and Additional Sites (adopted 2019) ('CLPPR')
- Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (adopted 2017) ('OMWLP')

8.5. Other material considerations include:

- National Planning Policy Framework (2021) ('NPPF')
- National Planning Practice Guidance ('NPPG')
- Connecting Oxfordshire: Local Transport Plan 2015-2031 (published 2015, updated 2016) ('LTP4') [**Appendix 9**]
- Equality Impact Assessment (EqIA) [**Appendix 10**]
- National Infrastructure Strategy (2020) ('NIS')
- Oxfordshire 2020 Climate Action Framework (2020) ('CAF')
- Oxfordshire Infrastructure Strategy (2017) ('OxIS')

- Oxfordshire's Strategic Vision for Long-Term Sustainable Development (2021)
- Vale of White Horse District Council Design Guide SPD (2015)
- South Oxfordshire District Council Town Centre SPD (2009)
- South Oxfordshire District Council Design Guide SPD (2016)
- South Oxfordshire District Council Landscape Assessment SPG (2003)
- Biodiversity and Planning in Oxfordshire (2014) ('BPO')

- 8.6. Emerging planning policy and guidance relevant to the Scheme include:
- Draft Oxfordshire Local Transport and Connectivity Plan ('Draft LTCP')
 - Draft Oxfordshire Plan 2050 ('Draft OP')
 - Draft Burcot and Clifton Hampden Neighbourhood Plan 2011-2034
 - Emerging Oxfordshire Infrastructure Strategy 2021 ('emerging OxIS')

Key Planning Policies and Material Considerations of Relevance to the Scheme

- 8.7. The Scheme is predominantly located on land safeguarded for the delivery of highways infrastructure as set out in South Oxfordshire Local Plan (SOLP) Policy TRANS3 and Vale of White Horse Local Plan (VoWHLP) Core Policy 18, and within OCC's LTP4, supporting the principle of the Scheme. While there are elements of the Scheme that are outside of the safeguarded zones, these are a result of further detailed design to provide the most optimal solution, and the majority of the Scheme is within these safeguarded zones.
- 8.8. The Scheme comprises several of the highways infrastructure schemes listed within VoWHLP Core Policy 17 and SOLP Policies TRANS1b, TRANS3 and Policy STRAT9, further supporting the principle of development. These schemes include:
- Backhill Roundabout and junction on the A4130
 - Didcot Science Bridge and A4130 re-routing through the former Didcot A site
 - A4130 dualling between Milton Gate and Didcot Science Bridge
 - a new strategic road connection between the A415 east of Abingdon-Thames and the A4130 north of Didcot
 - provision for sustainable transport facilities including the creation of new cycle routes and footpaths
 - a new Thames River crossing between Didcot Garden Town and Culham, and
 - Clifton Hampden bypass.
- 8.9. The above schemes have been identified in the Science Vale Area Strategy as vital in order to *"mitigate the impact of planned growth across Science Vale and secure the future economic viability of the area"* (VoWHLP Core Policy 17). This is echoed in

paragraph 6.10 of the SOLP where *“Transport infrastructure improvements will be required to support the demand for travel arising from proposed new development”*.

- 8.10. The Scheme provides a strategic solution to enhance the connectivity between key housing sites and areas of employment growth. The infrastructure investment will help relieve pressure on local transport networks and will facilitate economic growth across the Science Vale area whilst accommodating the expanding communities in the local area.
- 8.11. The Scheme will improve local roads which will lead to faster journeys, less congestion, more job opportunities, and better community links, with additional benefits of providing key active travel links to provide real mode choice for work and leisure. The Scheme will directly unlock the potential for 11,711 new homes and support the delivery of more than 18,000 new homes in total in the Didcot Town and the wider area through improved transport links. It will also promote Didcot as the gateway to the Science Vale, enhancing and improving access to Didcot and surrounding areas by all sustainable modes of transport.
- 8.12. The Scheme is deemed as essential to deliver future growth as identified within the adopted Local Plans for both South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC) and is also identified in the Science Vale Area Strategy forming part of OCC’s Local Transport Plan 4.
- 8.13. The Scheme also supports the mitigation of the transport impacts of the planned developments on the road network. Its design has been informed by a detailed environmental assessment as set out within the Environmental Statement submitted in support of this application. This includes consideration of flood risk, heritage, biodiversity and landscape among many other key topic areas.
- 8.14. The Scheme will result in some significant positive effects. These include the delivery of biodiversity net gain, reduction in traffic noise during operation, provision of accesses to directly access adjacent development, and support for the provision of community facilities within the committed housing development sites located across the Scheme including nurseries, primary schools, care homes and areas of formal and informal open space.
- 8.15. The Scheme will inevitably have some significant adverse environmental effects, given the scale of development that is proposed, notably in relation to landscape and noise. However, comprehensive packages of mitigation are proposed to minimise adverse effects as far as reasonably possible and the residual effects are not considered to be unacceptable. Furthermore, the principle of significant development on the land required for the Scheme has been accepted through the safeguarding of the land for highways development within the SOLP and VoWHLP.
- 8.16. Part of the Didcot to Culham River crossing section (north of the River Thames) and the Clifton Hampden Bypass section are located within the Green Belt. In accordance with paragraph 150 of the NPPF, the Scheme is considered to be local transport infrastructure which can demonstrate a requirement for a Green Belt location, as the

majority of the development within this area is located within land safeguarded for highway development. It is also not possible to avoid Green Belt land in this instance given the area it covers between Didcot and Clifton Hampden.

- 8.17. The Scheme will have an impact on the openness of the Green Belt and would conflict with Green Belt purposes (c) to assist in safeguarding the countryside from encroachment and (d) to preserve the setting and special character of historic towns as set out in paragraph 138 of the National Planning Policy Framework (NPPF). Therefore, the Scheme is considered to be inappropriate development and will harm the Green Belt and Very Special Circumstances are required.
- 8.18. Paragraph 148 of the NPPF states that *“Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”*. This includes the benefits of the Scheme.
- 8.19. The objectives and benefits of the Scheme have been described in Section 5. Furthermore, there is support for the Scheme in planning policy through land safeguarded for highways development within both the Vale of White Horse and South Oxfordshire Local Plans (Policies TRANS1b, TRANS2 and TRANS3 of the SOLP, and Core Policies 16, 17, 18, 33 and 35 of the VoWHLP). It is also set out and supported within the Science Vale Area Strategy in the LTP4. Therefore, there is significant planning policy support for the Scheme in this location.
- 8.20. Taking into account the policy support for the Scheme and the significant benefits listed above and detailed in Section 5, it is clear that Very Special Circumstances exist in accordance with paragraph 148 of the NPPF.

Current Planning Status

- 8.21. On 2 November 2021, a planning application submitted by Oxfordshire County Council (the Applicant) for the Scheme was validated by Local Planning Authority (Oxfordshire County Council as the determining authority) for the following development under application reference R3.0138/21 (the Application). This seeks permission for the following:
- 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.
 - Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems.

- 8.22. The planning application is supported by an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The scope of the EIA was agreed with OCC, as the local planning authority (“LPA”), through the submission of a Scoping Report in April 2020 and subsequent issue of a Scoping Opinion by the LPA in June 2020.
- 8.23. A suite of further documents was also submitted with the planning application including:
- Planning Statement
 - Design and Access Statement
 - Statement of Community Involvement
 - Lighting and Electrical Design Report
 - Transport Assessment
 - Foul Water and Utilities Assessment
 - Minerals and Waste Safeguarding Preliminary Assessment
 - Arboriculture Impact Assessment
 - Outline Landscape and Biodiversity Management Plan
 - Drainage Strategy Report
 - Biodiversity Net Gain Assessment
 - Ground Investigations Report
- 8.24. At the time of writing, the LPA is waiting for key consultees to respond before confirming if further information is required. As such, the planning application has not yet been determined by OCC, as the LPA. It is anticipated that the planning application will be determined by the LPA’s planning committee in Summer 2022.
- 8.25. Following discussions with the Vale of White Horse District Council, an outline planning application will be submitted by the Council to seek planning permission for the replacement RWE Gatehouse in the second quarter of 2022. It is expected that the planning application will be determined in early Summer 2022.

Conclusions

- 8.26. On the overall balance, the overwhelming social and economic benefits of the Scheme to the Science Vale area outweigh the limited adverse effects on Green Belt, landscape, noise and soils. It is, therefore, considered that taking the Development Plan as a whole, the Scheme complies with the Development Plan, and that the Development Plan and other material considerations point strongly in favour of the grant of planning permission. It is considered that there is no planning impediment to the delivery of the Scheme.

9. THE ORDER LAND – SECTION TO BE UPDATED

Introduction

- 9.1. In preparing the CPO, the Acquiring Authority (through its appointed land referencing/surveying consultants, Gateley Hamer) has undertaken diligent enquiry in order to identify all persons with an interest in the land that is required for the Scheme.
- 9.2. An initial desktop referencing exercise was undertaken to ensure that all registered interests in the land and property required were identified, resulting in the production of land referencing schedules and a land ownership map.
- 9.3. This included obtaining the relevant HM Land Registry information, which has been (and will continue to be) regularly refreshed to make sure that all the information is as up to date as possible. Gateley Hamer also undertook all other necessary and relevant searches and enquiries to establish principal ownerships and note any third-party mortgages, unilateral notices and/or rights and restrictions, including carrying out relevant Companies House checks, postcode searches and checking the electoral roll.
- 9.4. The Acquiring Authority and Gateley Hamer then used the information above to issue Statutory Requests for Information pursuant to section 16 of the Local Government (Miscellaneous Provisions) Act 1976.
- 9.5. Where there are any areas of unregistered land, unknown owner site notices were prepared and erected on site at the unregistered land. These were then regularly checked over a 4-week period to ensure that none were damaged or removed.
- 9.6. The information collected throughout the processes outlined above has been collated and analysed by Gateley Hamer to produce the required documentation to inform the compulsory purchase process and ensure that the Acquiring Authority has discharged its duty to exercise diligent enquiry to ascertain all interests in the Order Land.
- 9.7. The Order Land has a total area of approximately 145ha. This comprises:
 - 92ha for which the title of land is required, 10ha of which is already in the ownership of The Oxfordshire County Council.
 - 51ha of land is required for the construction of the Scheme and could be available to return to landowners under the Crichel Down rules.
 - 2ha of land over which new rights are required.
- 9.8. The Order Land is comprised of agricultural land, residential development land, enterprise zone development land, former quarry land, land fill waste site land, Industrial/commercial land, private roads and tracks, commercial development land, gardens and public highway.

Description of Land Required for Title by Plot Reference

9.9. The plots over which title is required are set out below:

9.9.1. **2Morrow Group Limited, James Alexander Howe-Davies and Michael John Howe-Davies – Plot 10/3**

This plot comprises 421sqm of woodland and is required for working area for the construction of new highway.

9.9.2. **Alexander James Dale, Nicholas Siegfried Dale, Beatrice Maria O'Connell and Leo James Nathaniel Dugdale – Plots 3/4a, 3/4b and 3/4c**

These plots comprise 1,541sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.

9.9.3. **Anthony Bryant Patrick Mockler - Plots: 1/10a, 1/10b, 1/10c, 1/10d, 1/10e, 1/10f, 1/10g, 1/10h, 1/10i, 2/1a, 2/1b, 2/1c, 2/1d, 2/1e, 2/1f, 2/1g, 2/1h, 2/1i, 2/1j, 2/1k, 2/1l, 2/1m, 2/1n, 3/2a, 3/2b, 3/2c, 3/2d and 3/2e**

These plots comprise 50,252sqm of agricultural fields and intersecting private access tracks, and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.4. **Caudwell & Sons Limited - Plots: 11/5, 13/3a, 13/3e, 13/3d, 13/4a, 13/4b, 13/4c, 17/13a, 17/13b, 17/13c, 17/13d, 18/1a, 18/1b, 18/1c, 18/1d, 18/1e, 18/1f, 18/1g, 18/1h, 18/1i, 19/1a, 19/1b, 19/1c, 19/1d, 19/1e, 19/1f, 19/1g, 19/1h, 19/1i, 19/1j, 19/1k, 19/1l, 19/1m and 19/1n**

These plots comprise 142,480sqm of agricultural fields and intersecting private access tracks, and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.5. **Adnams Farm Partnership - Plots: 3/13a, 3/13b, 3/13c, 3/13d, 3/13e, 3/13f, 3/13g, 3/13h, 4/4a, 4/4b, 4/4c, 4/4d and 4/4e**

These plots comprise 18,482sqm of agricultural fields and intersecting private access tracks, and are required for new highway, temporary working area and mitigation land.

9.9.6. **Clive Hartwright & Alison Joan Hartwright - Plots: 7/6a, 7/6b and 7/6c**

These plots comprise 222sqm of private access track, and are required for new highway, temporary working area and mitigation land.

9.9.7. **Clowes Developments (UK) Limited - Plots: 4/5a, 4/5c, 4/5e, 4/5f, 4/5g, 4/5i, 4/5j, 5/1a, 5/1b, 5/1c, 5/1d, 5/1e, 5/1f, 5/1g, 5/1h, 5/1i, 5/1j, 5/1k, 5/1l, 5/3a, 5/3b and 5/3c**

These plots comprise 73,271sqm of hardstanding, grassland, scrubland and part classified road at Didcot A Power Station. The plots are required for new highway, temporary working area, private means of access and mitigation land.

- 9.9.8. **David Charles Leslie Gibbs - Plots: 17/12a and 17/12b**
These plots comprise 272sqm of private access tracks and are required for new highway and mitigation land.
- 9.9.9. **David Peter Green and Janet Betty Green - Plots: 2/5a, 2/5b and 2/5c**
These plots comprise 544sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.
- 9.9.10. **Trustees of the W.E. Gale Trust - Plots: 6/3a, 6/3b, 6/3c, 6/3d, 6/3e, 7/1a, 7/1b**
These plots comprise 26,142sqm of agricultural fields and intersecting private access tracks, and are required for new highway, temporary working area, private means of access and mitigation land.
- 9.9.11. **Emmett of Drayton Limited - Plots: 17/3a,17/3b, 17/3c, 17/3d, 7/3e, 7/3f, 17/3g, 17/3h, 17/3i, 7/3j and 17/3k**
These plots comprise 40,885sqm of agricultural fields and intersecting private access tracks and are required for new highway, temporary working area, private means of access and mitigation land.
- 9.9.12. **FCC Environment (UK) Limited - Plots: 10/1a, 10/1b, 10/1c, 10/1d, 10/1e, 10/1f, 10/1g, 10/1h, 10/1i, 10/1j, 11/3a, 11/3b, 12/1a, 12/1b, 12/1c, 12/1d, 12/1e, 12/1f, 12/1g, 12/1h, 12/1i, 12/1j, 12/1k, 12/1l, 12/1m, 12/2a, 12/2b, 12/2c, 12/2d, 12/2e, 8/4a, 8/4b, 9/1a, 9/1b, 9/1c, 9/1d, 9/1e, 9/1f, 9/1g, 9/1h, 9/1i, 9/1j, 9/1k, 9/1l, 9/1m, 9/1n, 9/1o, 9/1p, 9/1q, 9/1r, 9/1s and 9/1t**
These plots comprise 242,010sqm of agricultural land and woodland and are required for new highway, temporary working area, private means of access and mitigation land.
- 9.9.13. **Gemma Louise Hartwright & Simon Clive Hartwright - Plots: 8/10a, 8/10b, 8/10c, 8/10d, 8/10e, 8/10f, 9/7a and 9/7b**
These plots comprise 12.172sqm of pond, scrubland, grassland and outbuilding and are required for new highway, temporary working area and mitigation land.
- 9.9.14. **Gwendoline Mary Marsh - Plots: 3/5a, 3/5b and 3/5c**
These plots comprise 984sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.
- 9.9.15. **Hanson Quarry Products Europe Limited - Plots: 11/1, 12/3a, 12/3b, 12/3c, 12/3d, 12/3e, 12/3f, 12/3g, 12/3h, 12/3i, 12/3j, 12/3k, 12/3l, 12/3m, 12/3n, 12/3p, 12/3q, 12/3r, 12/3s, 12/3t, 12/3u, 12/3v, 13/2a, 13/2b, 13/2c, 13/2d and 13/2e**
These plots comprise 78,341sqm gravel and sand workings and are required for new highway, temporary working area and mitigation land.
- 9.9.16. **Hartwright Estates Limited - Plots: 7/3a, 7/3b, 7/3c, 7/3d, 7/3e, 7/3f, 7/3g, 7/3h, 7/3i, 7/3j, 7/3k, 7/3l, 7/3m, 7/3n, 7/3o, 7/3p, 7/3q, 7/3r, 7/3s, 7/3t, 7/3u,**

8/12a, 8/12b, 8/12c, 8/1a, 8/1b, 8/1c, 8/1d, 8/1e, 8/1f, 8/1g, 8/1h, 8/1i, 8/1j, 8/1k, 8/1l, 8/1m, 8/1n, 9/11a, 9/11b, 8/11, 8/7, 8/8 and 8/9

These plots comprise 47,050sqm of agricultural fields and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.17. Ian Michael Laing & Nicholas John Cross - Plots: 3/9a, 3/9b, 3/9c, 3/9d, 3/9e, 3/9f, 3/9g, 3/9h and 3/9i

These plots comprise 12,293sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.

9.9.18. James Sherbrooke Waldegrave - Plots: 2/4a, 2/4b and 2/4c

These plots comprise 1,726sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.

9.9.19. James Wallace Veitch - Plots: 16/4, 16/9, 17/1a, 17/1b and 17/1c

These plots comprise 8,395sqm of public highway and private access tracks and are required for new highway, temporary working area and mitigation land.

9.9.20. Joanna Mary Maxwell - Plots: 2/6a, 2/6b, 2/6c, 3/1a, 3/1b and 3/1c

These plots comprise 1,487sqm of agricultural field and are required for new highway, temporary working area and mitigation land.

9.9.21. Trustees for P.V.E Morrell Marriage Settlement - Plots: 13/1a, 13/1b, 13/1c, 13/1d, 13/1e, 13/1f, 13/1g, 13/1h, 13/1i, 13/1j, 13/1l, 13/1m, 13/1n, 13/1o, 13/1q, 13/1r, 13/1s, 13/1t, 14/2a, 14/2b, 14/2c, 14/2d, 14/2e, 14/2f, 14/2g, 14/2h, 14/2i, 14/2j, 14/2k, 14/2l, 14/2m and 14/2n

These plots comprise 94,331sqm of agricultural fields and trees and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.22. Jonathan William Johnson-Watts & Sara Jan Johnson-Watts - Plots: 19/4a and 19/4b

These plots comprise 159sqm of public highway and are required for new highway and mitigation land.

9.9.23. Judith Brown & Geoffrey Robert Morris - Plots: 3/11a, 3/11b, 3/11c, 3/11d, 3/11e, 3/11f, 3/11g, 3/11h, 3/11i, 3/11j, 4/1a, 4/1b, 4/1c, 4/1d, 4/1e, 4/1f, 4/1g, 4/1h and 4/1i

These plots comprise 38,002sqm of agricultural fields and shrubland and are required for new highway, temporary working area and mitigation land.

9.9.24. Katherine Emma Hartwright - Plots: 8/2a, 8/2b, 8/2c, 8/2d and 8/2e

These plots comprise 1,217sqm of grassland forming part of a residential premises and private driveway. These plots are required for new highway, temporary working area, private means of access and mitigation land.

- 9.9.25. **LEDA Properties Limited - Plots: 16/12h, 16/12hh, 16/12i, 16/12ii, 16/12j, 16/12jj, 16/12k, 16/12kk, 16/12l, 16/12ll, 16/12m, 16/12mm, 16/12n, 16/12nn, 16/12o, 16/12oo, 16/12p, 16/12pp, 16/12q, 16/12qq, 16/12r, 16/12s, 16/12t, 16/12u, 16/12v, 16/12w, 16/12x, 16/12y, 16/12z, 16/13, 18/2f, 18/2a, 18/2b, 18/2c, 18/2d, 18/2e, 18/2g, 18/2h, 18/2i, 18/2j, 18/2k and 18/2l**

These plots comprise 76,998sqm of industrial business park and agricultural land, and are required for new highway, temporary working area, private means of access and mitigation land.

- 9.9.26. **Mays Properties Limited - Plots: 1/6a and 1/6b**

These plots comprise 3,304sqm of agricultural fields and are required for new highway and temporary working area.

- 9.9.27. **MEPC Milton Park No.1 Limited & MEPC Milton Park No.2 Limited - Plot: 1/10**

This plot comprises 46sqm of scrubland and Network Rail apparatus and is required for temporary working area.

- 9.9.28. **Minscombe Properties Limited - Plots: 1/7a, 1/7b, 1/7c and 1/7d**

These plots comprise 23,998 sqm of agricultural fields and intersecting private access tracks, and are required for new highway, temporary working area and private means of access.

- 9.9.29. **Morrells Farming Limited - Plots; 14/1a, 14/1b, 14/1c, 14/1d, 14/1e, 14/1f, 14/1g, 14/1h, 14/1i, 14/1j, 14/1k, 14/1l, 14/1m, 15/2a, 15/2b, 15/2c, 15/2d and 15/2e**

These plots comprise 76,516sqm of agricultural fields and public highway, and are required for new highway, temporary working area, private means of access and mitigation land.

- 9.9.30. **Oliver St George Wilson - Plots: 2/3a, 2/3b and 2/3c**

These plots comprise 50,252sqm of agricultural fields and are required for new highway, temporary working area and mitigation land.

- 9.9.31. **Trustees of the DCL Gibbs Children's Settlement - Plot: 18/3**

This plot comprises 56sqm of public footpath and is required for new highway.

- 9.9.32. **RWE Generation UK PLC - Plots: 13/6a, 13/6b, 4/3a, 5/2a, 5/2b, 5/2c, 5/2d, 5/2e, 5/2f, 5/2g, 5/2h, 5/2i, 5/2j, 5/2k, 6/1a, 6/1b, 6/1c, 6/1d, 6/1e, 6/1f, 6/1g, 6/1h, 6/1i and 6/1j**

These plots comprise 31,533sqm of grassland, shrubland and waterbodies, private accesses, and public highway. These plots are required for new highway, temporary working area, private means of access and mitigation land.

- 9.9.33. **S.J.Farrant & Son Limited - Plots: 19/7a and 19/7b**

These plots comprise 2,359sqm of public highway and shrubland and are required for new highway and temporary working area.

9.9.34. Taylor Wimpey UK Limited - Plot: 4/15

This plot comprises 3,584sqm of highway and is required for new highway.

9.9.35. Thames Water Utilities Limited - Plots: 17/11a, 17/11b, 17/11c, 17/11d, 17/11e, 17/11f, 17/11g, 17/11h, 17/11i, 17/11j and 9/22

These plots comprise 3,334sqm of shrubland and private access tracks, and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.36. United Kingdom Atomic Energy Authority - Plots: 16/1c, 16/1d, 16/1e, 16/1f, 16/1g, 16/1h, 16/1i, 16/1j, 16/1k, 16/1l, 16/1m, 16/1n, 16/2, 16/3a, 16/3aa, 16/3b, 16/3bb, 16/3c, 16/3cc, 16/3d, 16/3dd, 16/3e, 16/3f, 16/3g, 16/3h, 16/3i, 16/3j, 16/3k, 16/3l, 16/3m, 16/3n, 16/3o, 16/3p, 16/3q, 16/3r, 16/3s, 16/3t, 16/3u, 16/3v, 16/3w, 16/3x, 16/3y, 16/20, 17/2a, 17/2b, 17/2c, 17/2d, 17/2e, 17/2f, 17/2g, 17/2h, 17/2i and 17/2j

These plots comprise 59,288sqm of industrial business park, private accessways and public highway, and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.37. Oxfordshire County Council - Plots: 1/3a, 1/3b, 1/3c, 1/3d, 1/3e, 14/5a, 14/5b, 15/1a, 15/1b, 16/1a, 16/10, 16/11, 16/12a, 16/12aa, 16/12b, 16/12bb, 16/12c, 16/12cc, 16/12d, 16/12dd, 16/12e, 16/12ee, 16/12f, 16/12ff, 18/18, 17/4a, 17/4b, 19/6, 2/2, 3/3a, 3/3b, 3/3c, 3/3d, 4/2a, 4/2b, 4/2c, 4/2e, 4/2f, 4/2g, 4/2i, 4/2j, 4/2k, 6/2a, 6/2b, 6/2c, 6/2d, 6/2e, 6/2f, 6/2g, 6/2h, 7/2a, 7/2b, 7/2c, 7/2d, 7/2e, 7/2f, 7/2g, 7/2h, 7/2i, 7/2j and 7/2k

These plots comprise 127,895sqm of public highway and shrubland and are required for new highway, temporary working area and mitigation.

9.9.38. Appleford Developments Limited (dissolved) - Plots: 7/4a, 7/4b, 7/4c and 7/4d

These plots comprise 635sqm of public highway and grassland and are required for new highway and temporary working area.

9.9.39. Max Andrew Lehmann and Victoria Anne Anderson Woolley - Plot: 16/6

This plot comprises 123sqm of public highway and is required for new highway.

9.9.40. Eric James Jackson – Plot: 16/17

This plot comprises 121sqm of public highway and is required for new highway.

9.9.41. Peter James Donkin and Gillian Ruth Donkin – Plot: 16/8

This plot comprises 1011sqm of public highway and is required for new highway.

9.9.42. Robert William Emmett and Heather Jane Emmett – Plot: 16/12gg

This plot comprises 164sqm of public highway and is required for new highway.

9.9.43. Trustees for P.V.E Morrell Marriage Settlement - Plots: 13/1k and 13/1p

These plots comprise 1,152sqm agricultural land and are required for temporary working area.

9.9.44. Richard Martin Estall and Mandy Jane Estall – Plot: 16/5

This plot comprises 30sqm of public highway and is required for new highway.

9.9.45. Unregistered (Hanson Land Development Limited) - Plots: 10/2a, 10/2b, 10/2c, 10/2d, 10/2e, 10/2f, 10/2g, 10/2h, 10/2i, 9/6a, 9/6b, 9/6c, 9/6d and 9/6e

These plots comprise 17,625sqm of agricultural land and woodland and are required for new highway, temporary working area and mitigation.

9.9.46. Unregistered (Caudwell & Sons Limited) - Plots: 17/14a and 17/14b

These plots comprise 373sqm of hardstanding and shrubland and are required for new highway and mitigation.

9.9.47. Unregistered (James Joseph Bray & Freda Eileen Bray) - Plots: 1/5a, 1/5b, 1/5c, 1/5d, 1/5e, 1/5f, 1/5g, 1/5h, 1/5i, 1/5j, 1/5k, 1/5l, 1/5m, 1/5n, 1/5o, 1/5p and 1/5q

These plots comprise 2,103sqm agricultural fields and intersecting private access tracks and are required for new highway, temporary working area, private means of access and mitigation land.

9.9.48. Unregistered, unknown - Plots: 1/11, 1/12, 1/4, 1/9, 11/2, 11/4, 11/6, 12/4, 12/5, 12/6, 12/8, 12/9, 14/3, 14/4, 16/14, 16/15, 16/16, 16/17, 16/19, 17/5, 17/7, 17/8, 17/9, 18/4, 19/2, 19/3, 19/5, 19/8, 3/10, 3/12, 3/6, 3/7, 3/8, 4/10, 4/17, 4/18, 6/4, 7/10, 7/11, 7/7, 7/8, 7/9, 8/3, 8/5, 9/10, 9/12, 9/13, 9/14, 9/15, 9/16, 9/17, 9/18, 9/19, 9/2, 9/20, 9/21, 9/23, 9/24, 9/25, 9/4, 9/5, 9/8, 16/1b, 16/3z, 16/12g, 16/14, 16/15, 16/16, 16/17, 16/18, 16/19, 17/10, 17/6, 13/5b, 13/5c, 13/5d, 13/5e and 9/9

These plots comprise 23,276sqm of land used for various uses including public highway, private access, woodland, and grassland. Despite undertaking diligent enquiry to ascertain ownership, the landowners of these plots remain unknown. These plots are required for new highway, temporary working area, private means of access and mitigation land.

Description of Land Required for Rights by Plot Reference

9.10. The Order Land includes land over which new rights are required, shown shaded blue on the Order Map. A description of the rights sought over these plots is set out below along with a summary of the plots to which the rights relate:

9.11. RIGHT 1 - ACCESS AND GENERAL CONSTRUCTION

Right to enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the surveying, demolition, construction, maintenance, inspection, use, renewal, repair, reinstatement, cleaning, decoration, connection, removal and replacement of land, property, structures and buildings adjacent to or abutting the land and the right to manage access to such parts of

the land to accord with safe working practices (but without requiring exclusive possession of such land) including entering onto land, property, structures and buildings to make good and carry out protective works, boundary treatment works, to re-grade, re-surface and landscape land, carry out support works from properties adjoining the land and to carry out accommodation and reconfiguration works to land where access is reconfigured in order to modify the retained land so that it can be brought back into beneficial use.

9.12. RIGHT 2 – OVERSAIL

Right to oversail and/or sail a crane or cranes (including, but not limited to, mobile crane platforms, jibs and booms and all associated equipment), loaded or unloaded through the airspace over the land and/or water together with the right to temporarily set up exclusion zones for public safety and to accord with safe construction practices.

9.13. RIGHT 3 - SCAFFOLDING/HOARDING/SAFETY FENCING

Right to erect, secure, use, decorate, clean, maintain, repair, renew, replace and take support for scaffolding and/or hoardings and/or safety fencing (including signage) on land or land adjoining or abutting the boundaries of the land for the purpose of construction, demolition, maintenance, inspection and repair of land, highways and structures adjacent to or abutting the land, including but not limited to cradle scaffolding for the survey, construction, inspection and ongoing maintenance of any bridge structure.

9.14. RIGHT 4 - SERVICE MEDIA

Right to disconnect, install, lay, strengthen, connect to, divert, alter, use, maintain, repair, replace, renew, inspect and remove the surface media in, over or under the land as necessary and to make good any damage caused in connection with the exercise of these rights.

9.15. RIGHT 5 - PLANT

Right to disconnect, remove, install, lay, strengthen, maintain, inspect and replace plant equipment on, in, under or over the land (as necessary) and to make good any damage caused in the exercise of these rights.

9.16. RIGHT 6 - AMENDMENTS TO ACCESS/EGRESS ARRANGEMENTS

Right to alter, divert, replace and/or remove access/egress routes (either on a temporary or permanent basis) forming part of or used by the land whilst always providing an alternative means of access/egress from the land whilst carrying out such works and to grant rights for owners and occupiers of land to use said access/egress routes.

9.17. RIGHT 7 - CONSTRUCTION OF NEW ACCESS

Right to enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the construction of a new access/egress onto or from land or used by the land, including the installation of new gates.

9.18. RIGHT 8 - FUTURE INSPECTIONS AND MAINTENANCE

Right to enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the maintenance and inspection of the improved road including any road bridge structures to be improved, together with any ancillary support structures, drains, earthworks, scour protection measures, structural connections and components, bridge abutments and bridge deck or other structures or development on the land.

9.19. RIGHT 9 - CONDITION SURVEYS

Right to enter the land on foot only and temporarily remain on the land for the purposes of carrying out non-intrusive condition surveys in accordance with safe working practices and to document the condition of the land before, during and after development, if so necessary.

9.20. RIGHT 10 - DELIVERIES

Right to access the land at all times (with or without vehicles, machinery, equipment, plant and materials) for the purposes of delivery, removing and sorting materials, plant and machinery, and the right (from time to time) to create, divert and/or otherwise manage pedestrian and vehicular access to, on and across land to facilitate the delivery of the scheme (including the ongoing maintenance and inspection of the scheme) and to accord with safe working practices.

9.21. RIGHT 11 - DISCHARGE OF WATER

Right to discharge uncontaminated surface waters, land drainage waters and waters from highway drains into the new watercourse channel outfall to be constructed as part of the scheme in order to enable satisfactory operation of the channel outfall.

9.22. RIGHT 12 - BARGES

Right to access the canal for delivery, removal, assembly and operation of floating platform/barge to facilitate the construction of the bridge, including building and removal of installation platforms, tug attendance, access over the water, mooring or beaching in the navigable waterway and temporary obstruction of the navigable waterway during construction of the bridge.

9.23. RIGHT 13 - ECOLOGICAL MITIGATION

The right of access with or without vehicles, plant and machinery to carry out, maintain, and inspect ecological and environmental mitigation works, including (as necessary) the installation, inspection, repair and maintenance of landscape fencing, fencing to protect planting from livestock, kingfisher boxes and bat boxes.

9.24. RIGHT 14 - RAIL BRIDGE CONSTRUCTION

The right to carry out construction works above and around the railway line in connection with the construction of a new road bridge crossing the railway, including pilings, reinforcement structures, foundations and drainage and the permanent right to the airspace above the railway from a point [xxx] above ordnance datum for the siting of the road bridge.

9.25. RIGHT 15 - RAILWAY ACCESS

The right of access with or without vehicles, plant and machinery over the railway crossing in connection with the temporary storage and removal of construction materials plant and equipment on the Acquiring Authority's adjoining land, including the right to construct, repair and maintain a new [permanent/temporary] reinforced railway crossing platform with a right of support for the crossing.

9.26. RIGHT 16 - WATERWAY BRIDGE CONSTRUCTION

The right to carry out construction works above and around the [waterway] in connection with the construction of a new road bridge crossing the [river][canal], including pilings reinforcement structures, foundations and drainage and the permanent right to the airspace above the [river][canal] from a point [xxx] above ordnance datum for the siting of the road bridge.

9.27. RIGHT 17 - RIVER/CANAL/WATER CHANNEL BANK ACCESS

The right of access with or without vehicles, plant and machinery over the banks of any river/canal/water channel in the land in connection with improvement works to the river/canal/water channel and its embankments, including reinforcement works necessary as a result of the improved highway.

9.28. RIGHT 18 - BRIDGE MAINTENANCE

The permanent right to access the land around and under the bridge structure and the bridge itself for the purposes of inspection, repair, maintenance and, where necessary, reconstruction of the bridge structure as may be necessary.

9.29. The plots in which the above rights are sought are as follows:

9.29.1. Exmoor Properties GP Limited and Exmoor Nominee Limited – Plot: 1/1

This plot comprises 731qm of classified road. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.2. Hanson Quarry Products Europe Limited - Plot: 12/3o

This plot comprises 103sqm of gravel and sand workings. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.3. Caudwell & Sons Limited - Plots: 13/3b, 13/3c and 13/4d

These plots comprise 1,125sqm agricultural land. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.4. Morrells Farming Limited – Plot: 13/7

These plots comprise 3,724sqm arable land and woodland. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.5. RWE Generation UK PLC - Plots: 13/6c, 4/3b, 4/3c

These plots comprise 604sqm private access and riverbank. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.6. Whitbread Group plc – Plot: 1/2

This plot comprises 1,105sqm of classified road. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.7. Clowes Developments (UK) Limited - Plots: 4/5b, 4/5d and 4/5h

These plots comprise 851sqm of classified road and hardstanding of Power Station known as Didcot A. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.8. Oxfordshire County Council - Plots: 4/2d and 4/2h

These plots comprise 1,158sqm of highway verge of classified road. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

9.29.9. Unregistered, unknown - Plots: 12/7, 4/11, 4/12, 4/13, 4/14, 4/16, 4/6, 4/7, 4/8, 4/9, 13/5a, 13/5f and 13/5g

These plots comprise 14,613sqm of railway line and sidings. Despite undertaking diligent enquiry to ascertain ownership, the landowners of these plots remain unknown. Rights 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 are required to facilitate the construction and ongoing operation of the new highway.

10. COMPULSORY PURCHASE JUSTIFICATION – SECTION TO BE UPDATED

Appropriateness of Powers

- 10.1. The acquisition of land to facilitate the delivery of the Scheme falls within the scope of the compulsory purchase powers as set out in Sections 239, 240, 246, 250 and 260 of the Highways Act 1980, being a highway infrastructure scheme as detailed in Section 1.
- 10.2. The Council is using its powers under the Highways Act 1980 because it is not certain that it will be able to acquire the land and new rights required by agreement, although efforts will be made in parallel with the compulsory purchase order process.
- 10.3. The Council as the Acquiring Authority cannot achieve the Scheme objectives without acquiring all the land required for the proposed classified roads and associated side roads and other works. The confirmation of compulsory purchase powers on the Order Land will enable the Council to deliver the proposed works, address the need for the Scheme and realise the planned Scheme benefits.

The compelling case in the public interest

- 10.4. Paragraph 2 of the CPO Guidance advises that a compulsory purchase order should only be made where there is a compelling case in the public interest. This Statement of Reasons sets out the Council's compelling case in the public interest' as follow:
 - The need for the Scheme is set out and explained in Section 3 (above);
 - The benefits of the scheme are set out and explained in Section 5 (above);
 - The lack of more appropriate alternative for meeting the objectives of the Scheme are set out and explained in Section 6 (above);
 - The planning policy support for the Scheme is set out and explained in Section 8 (above);
 - The remaining parts of this section of the Statement of Reasons will set out and explain why it is necessary for the Council to be granted compulsory purchase powers in order to secure the timely implementation of the scheme.
- 10.5. The Scheme will provide numerous substantial benefits to the public, which are summarised below as taken from the Planning Statement [**Appendix 7**] and which provide a compelling case in the public interest for the acquisition of the Order Land as detailed within **Section 3** Need for the Scheme.

Need for compulsory acquisition

- 10.6. The Acquiring Authority has given careful consideration to the necessity of acquiring the land and new rights shown on the CPO Map and described further in Section 9 of this Statement.

- 10.7. The Acquiring Authority has a clear idea how it will use the land it intends to acquire and has the necessary resources to acquire the land and interests needed for the Scheme.
- 10.8. The Acquiring Authority's approach is only to acquire land and rights compulsorily where they are necessary to ensure successful delivery of the Scheme in accordance with best engineering and environmental practices.
- 10.9. The Acquiring Authority recognises that compulsory purchase is intended as a last resort to secure the assembly of land and has taken reasonable steps to acquire the land and rights required to deliver the Scheme by agreement. The Council has been working with landowners to identify means of mitigating the impacts of the Scheme proposals on property, where possible, with private treaty negotiations continuing in parallel with the preparation of the CPO.
- 10.10. The Acquiring Authority, as Highway Authority, is already the owner of the freehold interest in a number of plots or parts of plots required to deliver the Scheme, and its interests in the various plots or parts thereof are included in the CPO under the provisions of section 260 (clearance of title to land acquired for statutory purposes) of the 1980 Act.
- 10.11. During the preparation of the CPO, the Acquiring Authority has fully considered the Guidance, in particular those sections relating to the acquisition of land by agreement, namely, paragraphs 17 – 19.
- 10.12. In accordance with the Guidance, all owners and occupiers will be given the opportunity to enter into negotiations with the Acquiring Authority for the purchase of their respective interests. Some landowners have not responded to our requests to engage on the project, and as such it has not been possible to have detailed discussions despite the Acquiring Authority's efforts to do so. Notwithstanding this, efforts to engage with those landowners will continue, with the intention of agreeing the acquisition of all land by private agreement, where possible.
- 10.13. Although negotiations will run in parallel, the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or within sufficient time to ensure that the programme for funding and subsequent construction of the Scheme is met. There are also some plots of land where interests are within unknown ownership and, therefore, it will not be possible to acquire the interest except by way of compulsory acquisition.
- 10.14. Discussions will continue with owners of relevant interests and new rights required, with the intention of securing them by agreement, wherever possible, with a view to limiting the number of interests needing to be acquired compulsorily. The approach adopted by the Acquiring Authority is in accordance with the policy advice and recognised good practice.

- 10.15. Further information on the status of negotiations to date is set out in paragraph 10.17 onwards below.
- 10.16. Where the Acquiring Authority has been unable to reach agreement with landowners and occupiers it will offer alternative dispute resolution to enable agreement on compensation to be reached as suggested in the Guidance (paragraph 18). The Acquiring Authority will provide full information on the Scheme, with Gateley Hamer appointed as the dedicated case manager for the Scheme, assisting impacted parties and their agents with their queries and providing reassurance on fees, in accordance with paragraph 19 of the Guidance.
- 10.17. The CPO will be made to secure the outstanding interests and rights required to enable implementation of the Scheme.

Detail of Negotiations

- 10.18. The Acquiring Authority, together with its representatives at Gateley Hamer has been engaging with landowners since March 2020. This has included negotiations for access to land to undertake environmental and ecology surveys in accordance with paragraph 16 of the Guidance and discussions regarding the mitigation of the impacts that the Scheme will have upon landowners' property. This has then led to discussions regarding the terms for the acquisition of land. The nature of the discussions which have been undertaken to date are outlined further below.
- 10.19. The Scheme comprises 4 elements of works, A4130 Widening, Didcot Science Bridge, River Crossing and Clifton Hampden Bypass. Within the Scheme there are 45 freeholders/reputed freeholders.
- 10.20. Engagement with these impacted landowners and occupiers are ongoing via emails, phone calls, in person and virtual meetings and will continue to progress throughout the entirety of the compulsory purchase process, right up until the point of implementation of powers, should the Secretary of State see fit to confirm the Orders. Whilst a number of these impacted parties are willing to engage with the Acquiring Authority to enable the acquisition of the necessary land and rights, there are some individuals who have been reluctant to engage to date.

Conclusions

- 10.21. All elements of the Order Land are required and necessary in order to deliver the Scheme. Negotiations continue to take place with affected parties but there is no certainty that the necessary land interests and new rights can be assembled by private agreement within a reasonable period of time. Where such interests have already been acquired for the purpose of the Scheme, parcels of land are included within the Order Land in order to ensure that the delivery of the Scheme is not prejudiced by the existence of third-party rights, using the prescribed powers under section 260 of the Highways Act 1980. The Acquiring Authority has taken and is taking reasonable steps to acquire all of the land and new rights included in the CPO by private agreement. Further, these efforts to acquire the land and new rights by negotiation will continue in

parallel, both up to the making and confirmation of the CPO and also post confirmation, prior to its implementation.

10.22. The CPO is being sought under appropriate powers and there exists a compelling case in the public interest for the Scheme.

10.23. For all the above reasons the CPO is justified in accordance with policy and guidance.

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11. DELIVERABILITY AND VIABILITY

Introduction

- 11.1. Paragraph 14 of the Guidance identifies the issues that will be considered by the Secretary of State when confirming an order and requires evidence as to the sources and timing of funding.
- 11.2. A Property Cost Estimate was commissioned from Gateley Hamer Limited, with the total estimated value for the acquisition of land based on market conditions, as at November 2021, this Property Cost Estimate will be revised at the appropriate time to ensure it remains accurate.
- 11.3. The Acquiring Authority has given proper consideration to potential statutory blight claims being received by affected owners and occupiers. Statutory Blight forms part of the report to Cabinet in July 2022.
- 11.4. The total estimated cost of delivering the Scheme is £296.152million, inclusive of costs associated with land acquisition and potential blight claims, which will be met in its entirety from public sector funds, as outlined below.

Public Sector Funding

- 11.5. The Acquiring Authority submitted a business case to Homes England for the Scheme in March 2019. In November 2019, it was announced by Government that the bid had been successful (subject to contract) in securing funding from the Housing Infrastructure Fund (Forward Fund) towards the delivery of the Scheme, estimated at that time to cost a total of £234 million.
- 11.6. Subsequent to the funding announcement and a further period of work to develop the Scheme and agreements, Cabinet resolved to approve the recommendation to enter into the Grant Determination Agreement (GDA), as set out in a report in October 2019. The GDA was subsequently entered in to with Homes England to secure full scheme funding of c.£218 million, subject to a series of milestone conditions.
- 11.7. Following the report to Cabinet, a further phase of development work was undertaken between November 2019 and April 2020 to identify preferred options for each of the four elements of the Scheme. These options were then the subject of the public consultation process, details of which can be found in Section 6 of this Statement, prior to the preferred route alignment being approved by Cabinet in July 2020.
- 11.8. Following further review of the preferred option at the end of the next stage of development (preliminary design), Homes England agreed to extend its funding allocation to cover forecast Scheme costs up to £239.816 million, subject to an amended GDA, as well as making these monies available until March 2026.

11.9. The breakdown of the funding package for the scheme is set out within Table 6 (as previously reported to Cabinet in March 2022 (ref 2021/221)). The project is substantially funded by Housing Infrastructure Fund grant to a capped value of £239.816m (the sum of the two Housing Infrastructure Grant figures in Table 6) and, following the approval of the recommendations as set out in the report to Cabinet in March 2022 and June 2022 (2022/045), a Deed of Variation to the Grant Determination Agreement (GDA) with Homes England has now been entered in to (TBC).

11.10. The remaining funding has been secured from the Council's capital programme and Section 106 developer contributions. Some of the Section 106 contributions are secured, and others are underwritten by the Council. There is no guarantee of recovery of non-secure Section 106 contributions.

11.11. Table 6 – Revised Funding Summary

Source	Value (£'000)
Housing Infrastructure Fund Grant	239,816
Oxfordshire Local Enterprise Partnership	10,000*
Council Capital Borrowing	29,897
S106 Developer Contributions	16,442
Total	296,155

**secured against future business rates retention and forward funded by Council as part of approved capital programme*

11.12. The risks associated with scheme delivery, including Statutory Blight, are underwritten by a £52.251m quantified risk and contingency fund, which is accounted for within the overall forecast budget of £296.155m.

11.13. Inflation is considered and calculated against the prevailing market indices and the revised delivery programme. This equates to £26.653m across the programme and is also accounted for within the overall forecast budget of £296.155m.

Timescales for Implementation

11.14. The Acquiring Authority will continue to negotiate with all parties with an interest in the Order Land, but would hope to be in a position that the majority of land and new rights will be privately secured (or the terms agreed and progressing through detailed legal agreements) by early 2023.

11.15. The Acquiring Authority anticipates that should the compulsory purchase process result in a local Public Inquiry, this would be heard in Spring 2023.

11.16. In the event that the Orders are confirmed by the Secretary of State, this would likely result in implementation by Autumn 2023, allowing the construction contract for the works to be awarded. Main construction works would then commence on Site in early 2024, completing in early 2026.

11.17. In the event that a local Public Inquiry is not required, the Acquiring Authority would seek to commence works on Site at the earliest possible time following confirmation of

the Orders, noting the statutory periods for implementation and acknowledging the need to let the construction contracts.

Conclusion

11.18. The Acquiring Authority is satisfied that, in accordance with Paragraph 14 of the Guidance, the Scheme has available all relevant resources to enable delivery, the necessary funding can be provided and, as set out above, it is financially viable.

11.19. If the Orders are confirmed, development of the Scheme will be brought forward on the Order Land and the Site at the earliest opportunity. The target completion for delivering the HIF1 Scheme is 24 months from commencement of main construction works.

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12. HUMAN RIGHTS AND PUBLIC SECTOR EQUALITY DUTY

- 12.1. The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ("the Convention"). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.
- 12.2. The following articles of the Convention are relevant to the determination as to whether the CPO should be confirmed:
- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. Any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question
 - Article 6 entitles those affected by the powers sought in the CPO to a fair and public hearing by an independent and impartial tribunal
 - Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country.
- 12.3. The CPO has the potential to interfere with the human rights of persons who own property in the Order Land. Such interference is authorised by law provided:
- the statutory procedures for obtaining the CPO are followed and there is a compelling case in the public interest for the CPO, and
 - any interference with the Convention right is proportionate to the legitimate aim served.
- 12.4. The Scheme has been designed to minimise interference with rights under Article 1 of the First Protocol. The Acquiring Authority believes that the Scheme is in the public interest and that this outweighs any interference with rights under Article 1 of the First Protocol caused by the use of compulsory purchase powers to acquire third party land for the Scheme.
- 12.5. In promoting the CPO, the Acquiring Authority has complied with all relevant legislation. The Scheme has been extensively publicised (as detailed within the Statement of Community Involvement (August 2021) [Appendix 6] and consultation has taken place with the communities and parties that will be affected by the CPO.
- 12.6. All those affected by the CPO will be notified, will have the right to make representations and/or objections to the Secretary of State, and to be heard at a Local Public Inquiry. It has been held that the statutory processes and associated right for those affected to pursue remedies in the High Court where relevant, are compliant with Article 6.

- 12.7. The Acquiring Authority considers that such interferences with Article 8, as may occur should the CPO be confirmed, are in accordance with the law and are necessary in a democratic society in that they would be in pursuit of a legitimate aim, namely the economic well-being of the country and/or the protection of the rights and freedoms of others, and are proportionate, having regard to the public interest that the Scheme will bring, which will benefit the well-being of the area.
- 12.8. Although there is no obligation on the Acquiring Authority to establish that there are no less intrusive means available, the Order Land has been kept to the minimum necessary to construct the road and provide the associated mitigation measures.
- 12.9. Those directly affected by the CPO will also be entitled to compensation, which will be payable in accordance with the Compulsory Purchase Compensation Code. This will be assessed on the basis of the market value of the property interest acquired, disturbance and statutory loss payment. The reasonable surveying and legal fees incurred by those affected will also be paid by the Acquiring Authority.
- 12.10. The Compulsory Purchase Code has been held to be compliant with Article 8 and Article 1 of the First Protocol.
- 12.11. Both public and private interests are to be taken into account in the exercise of the Acquiring Authority's powers and duties. Similarly, any interference with Article 8 rights must be "necessary in a democratic society", i.e. proportionate.
- 12.12. The public interest can only be safeguarded by the acquisition of this land and such acquisition would not place a disproportionate burden on the affected landowners.
- 12.13. In pursuing this CPO, the Acquiring Authority has carefully considered the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the Scheme construction.
- 12.14. Interference with Convention rights is considered by the Acquiring Authority to be justified in order to secure the economic regeneration, environmental and public benefits which the Scheme will bring.

Public Sector Equality Duty

- 12.15. In formulating and promoting the Orders, the Council has had regard to its statutory duties and obligations under the Equality Act 2010 (2010 Act) and in particular, to its obligations in section 149 and 150 of the 2010 Act, in taking into account the differential impact the Orders will have on various groups of persons with different characteristics.
- 12.16. The Acquiring Authority will continue to have regard to its Public Sector Equality Duty throughout the process of the Orders and detailed design of the Scheme.

13. BRIDGE SCHEME AND SIDE ROADS ORDER – TO BE UPDATED

Bridge Scheme

- 13.1 Section 106(3) of the Highways Act 1980 states that “*Provision may be made by a scheme made by a local highway authority or a strategic highways company under this subsection, and confirmed by the Minister, for the construction of a bridge over or a tunnel under specified navigable waters as part of a highway or proposed highway which is or is to be a highway (other than a special road) maintainable at the public expense by the authority or company.*”
- 13.2 As the Scheme involves the construction of Bridge over navigable waters of the River Thames, the Council has made the ‘The Oxfordshire County Council (Didcot to Culham Thames) Bridge Scheme 2022’ (‘the Bridge Scheme’). If confirmed by the Secretary of State for Transport, the Bridge Scheme will authorise the Council to construct a single 65 metre span bridge from the south bank to the north bank of the River Thames over the navigable waters of the River Thames, at a location south east of Culham and north west of Appleford. The bridge headway will be 4.7 metres, based on the soffit level of 51.502 metres A.O.D over the standard headwater level at Clifton Lock of 46.802 metres.
- 13.3 The Council is satisfied that the design dimensions proposed for the Bridge will not impede the navigable interests on the River Thames.

Side Roads Order (SRO)

- 13.4 The Council has also made The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure A4130 Improvement (Milton Gate to Collett Roundabout), A4197 Didcot to Culham Link Road, and A415 Clifton Hampden Bypass) (Side Roads) Order 2022 (‘the SRO’) [**Appendix 8b**] under Sections 14 and 125 of Highways Act 1980.
- 13.5 The SRO is made in relation to six lengths of Classified Road, commencing on the A4130 just south west of its junction with Milton Gate, in the south, and culminating on the B4015 just north of Clifton Hampden Village, where the last Classified Road length will provide a Bypass of that Village. The Classified Road works, from south to north, comprise –
- (a) The A4130 Principal Road Sections – Two lengths of the A4130 to be improved and a new length of A4130 to be constructed, from just south west of its junction with Milton Gate, to a point on the A4130, approximately 110 metres north of the A4130/Hawksworth Roundabout junction;
 - (b) The new A4197 Principal Road Section – The highway which the Council propose to construct from its junction with an enlarged roundabout junction with Collett, northwards, crossing over the River Thames on a new bridge, to its

junction with the A415 Abingdon Road at a new Abingdon Road roundabout junction, north of Zouch Farm; and

- (c) The A415 Principal Road Sections – A length of the A415 to be improved, from a point some 346 metres west of the access to Zouch Farm, eastwards to a point some 210 metres east of its crossing over the railway at Culham Station, and the highway which the Council propose to construct, as the Clifton Hampden Bypass, from that point at a new roundabout junction located to the south west of Culham Science Centre, north eastwards, to its junction with the B4015 Oxford Road, to the north of Clifton Hampden Village.
- 13.6. The SRO, if confirmed, will authorise the Council, in relation to the aforementioned Classified Roads, to improve highways, stop up existing highways and private means of access to premises affected by the Scheme, and to construct new highways and provide new private means of access required as a consequence of the Scheme works.
- 13.7. The SRO Plans [**Appendix 2b**] show the extent to which it is necessary to carry out works to existing highways, stopping up of existing highways, stopping up of private means of access, and the provision of new private means of access to premises that are likely to be affected by the Scheme.
- 13.8. The proposed alterations to existing highways and private means of access that would be affected by the Scheme are detailed in the Schedules to the SRO and shown diagrammatically on the Side Roads Order Plans [**Appendix 2b**].
- 13.9 The SRO and the necessary changes to the highways and private means of access to premises affected by the SRO are an integral part of the proposed construction of the Scheme, as set out below.
- 13.10 The A4130 Principal Road Improved and New Sections (Site Plans 1 – 7 (part))
- Highways to be Stopped Up, Highways to be Improved, and New Highways
 - (i) A 88 metres length of what is proposed as a new Cycle Track (with a right of way on foot) or Footpath, southwards from its junction with Footpath 229/10/20 (Milton (Abingdon), (1/S1), will be stopped up. The Cycle Track or Footpath route does not presently exist, but is expected will do at the time the HIF 1 Scheme is built. The SRO proposes its stopping up, within its current protected route corridor of land, so that when it becomes built, its stopping up is authorised under the SRO. The remainder of the Cycle Track or Footpath will connect with the eastern boundary of the new Link Road (1/A), which is to run south westwards off the A4130 Backhill Roundabout into the site and run southwards towards the A34 and a proposed bridge crossing there. The integral Cycle Track/pedestrian facilities within the proposed new Link Road will continue its route for cyclists and pedestrians proceeding to and from the A4130.

- (ii) A 22 metres length of Footpath 243/3/10 (Harewell), Footpath 3, **(2/S1)**, southwards from its junction with the A4130 will to be stopped up. The remaining Footpath will continue to connect with the A4130 at its new widened southern boundary, at which point a short length of the Footpath will also be improved where it will tie in with the widened A4130.
 - (iii) A 21 metres length of Bridleway 243/1/10 (Harewell), Bridleway 1, **(3/S1)**, which runs co-existent with the Private Access Track to New Farm known as Cow Lane, south westwards from its junction with the A4130 will be stopped up. The remaining Bridleway will continue to connect with the A4130 at its new widened southern boundary, at which point a short length of the Bridleway will also be improved where it will tie in with the widened A4130.
 - (iv) A 169 metres length of Bridleway 373/24/40 (Sutton Courtney)/National Cycle Network (NCN) 5, **(6/S1)**, running northwards from its junction with the A4130 roundabout with Hawksworth and Private Access Track known as Purchas Road, will be stopped up. The A4130 Principal Road, Collett, and Bridleway 373/24/40 (Sutton Courtenay)/NCN 5, will be improved on the south side and providing their realignment and tie in with the new length of the Scheme at this location. The remaining length of the Bridleway/NCN 5 route on the northern side of the new A4130 and NCN 5 route on its southern side will remain connected through non-motorised vehicular integral facilities of the new A4130, and those within the improved A4130 on its southern side, and which also include a proposed Toucan Crossing as a feature of the new A4130 to facilitate ease of movement to and from its southern and northern sides and from which latter point Bridleway 373/24/40 (Sutton Courtenay) will continue northwards on its existing route.
- *Private Means of Access to be Stopped Up and New Means of Access to be Provided*
 - (i) Lengths of Private Access Track, known as Backhill Lane and former Backhill Lane, which runs southwards off the A4130, together with lengths of Private Access Track which extend to and from the aforementioned Access Track, on their western and eastern sides, will be stopped up **(1/1, 1/2, 1/3, 1/4 and 1/5)**

These Access Tracks currently serve the existing land holdings encircling the tracks and are to be replaced with New Means of Access to those land holdings, off the new Link Road which will run south westwards off the proposed A4130 Backhill Roundabout, and off a new highway spur which will run south eastwards off that roundabout. Both of these new highways are proposed to facilitate future development proposals off them, as may be granted planning permission in the future together with any continuity highway or access roads leading from them as may granted such future permission(s). In the meantime, new means of access to these surrounding premises, off the

new Link Roads, are to be provided under the Scheme, **(1/a, 1/b, 1/c, 1/d, 1/e, and 1/f)**.

- (ii) A length of Private Access Track to New Farm, **(1/6)**, which runs southwards off the A4130 and co-existent with the route of Footpath 243/3/10 (Harewell), will be stopped up, with a new Means of Access being provided at the southern boundary of the widened A4130, **(1/g)**, where this access will continue to make its connection.
- (iii) A new Means of Access to premises, to one of the Council's proposed drainage Attenuation Ponds, **(2/b)**, will be provided off the southern side of the widened A4130, some 220 metres east of where the western access to the planned Valley Park off the A4130 is proposed.
- (iv) A length of Private Access Track to New Farm, **(3/1)**, known as Cow Lane, which runs southwards off the A4130 and co-existent with the route of Bridleway 243/1/20 (Harewell), will be stopped up. This access will not be replaced, as other reasonably convenient means of access to the premises are available.
- (v) New Means of Access to premises, to other of the Council's proposed drainage Attenuation Ponds and other drainage features, will be provided off the southern side of the improved A4130, to the north east of its proposed A4130 Roundabout junction; off the A4130 Science Bridge Roundabout junction; off the length of new A4130 which connects those two roundabouts; and off the existing A4130 south of Milton Road **(3/a, 3/b, 3/c, 3/d, 3/e, 4/a, 4/b, and 4/c)**.
- (xii) Four new Means of Access, **5/a, 5/b, 5/c and 5/d**, will be provided to existing land holdings on the north and north west side of the proposed new A4197 Classified Road, and which lands are currently being progressed in their development. Two of these new Accesses, 5/a and 5/c, together with a new access on the south east of the new A4197, 5/e, will also serve three of the Council's proposed drainage Attenuation Ponds.
- (xiii) A number of Private Means of Access tracks within the RWE site, **5/1, 5/2, 5/3, 5/4, 5/5, 5/6, 5/7, 6/1, 6/2, and 6/3**, are to be stopped up, as lead off the A4130 and otherwise are continuous routes within the RWE site.

A new Means of Access to the severed RWE site on the north west side of, and connecting with, the new A4197 on its north western side, extending to the private access road known as Chimney Road, will be provided, **5/d**. At this location the Council proposes to provide a new Lagoon on the RWE site, as an improvement/development of the RWE frontage, and which will replace the RWE current drainage Ponds which will be lost under the Scheme. The severed RWE site on the southern side of the new A4197, will continue to be served, as now, by the private access road known as Purchas Road, which extends westwards off the A4130/Hawksworth roundabout junction.

- (xiv) A new Means of Access to one of the Council's Attenuation Ponds, to be located on the opposite, south east, side of the new A4197 to the RWE Lagoon, will be provided, **5/e**.

13.11 The New A4197 Principal Road Section (Site Plans 7 (part) – 14 (part))

- Highways to be Stopped Up, Highways to be Improved, and New Highways
 - (i) The whole of Bridleway 106/3/10 (Appleford), Bridleway 3, (**comprising lengths 7/S1, 8/S1 and 9/S1**), from its junction with the A4130/Collett Roundabout junction, northwards to its junction with Restricted Byway 106/4/10 (Appleford), will be stopped up. This route will be subsumed by the new length of A4197 Classified Road and its integral Cycle Tracks, Footways, and verges, will provide a complete replacement route for non-motorised vehicular uses from the A4130/Collett Roundabout junction northwards to the A415 and beyond.
 - (ii) A 364 metres length of Restricted Byway 106/4/10 (Appleford), (**9/S2**), westwards from its junction with the northern terminal point of Bridleway 106/3/10 (Appleford), just west of Appleford Level Crossing, will be stopped up. A length of new all-purpose highway, (**9/A**), extending north westwards off the western side of the new A4197 Classified Road, and skirting the large Pond located to the south of Appleford Level Crossing, will reconnect with the remaining length of the Restricted Byway, providing an alternative route for Byway users in use of the new A4197 and this replacement side road.
 - (iii) A 66 metres length of Footpath 106/8/19 (Appleford), south eastwards from its junction with Footpath 373/31/20 (Sutton Courtenay), (**12/S1**); the whole of Footpath 373/31/10 (Sutton Courtenay), (**12/S2**), a 154 metres length of the B4016, (**12/S3**), and a 58 metres length of Footpath 3732/50 (Sutton Courtenay), (**12/S4**), where they will all be subsumed within the extent of the new A4197 and its Sutton Courtenay Roundabout on the south side of the River Thames, will be stopped up.

The B4016 will remain connected with the new A4197 on its eastern side and Footpath 373/31/10 (Sutton Courtney) connected with the A4197 on its western side. Integral Cycle Tracks and Footways, separated from the A4197 carriageway by wide highway verges, around the proposed Sutton Courtenay roundabout, will provide replacement routes for non-motorised vehicular users, taking users north west to Sutton Courtenay, south east along the new A4197, and northwards onto the viaduct approach of the new River Thames bridge. The B4016 will be improved to form a T-junction on the eastern side of the new A4197 and by other tie in works and incorporation of an integral Cycle Track (with a right of way on foot) on its northern side eastwards to the point of the western side of access road to Bridge Farm House.

- Private Means of Access to be Stopped Up and New Means of Access to be Provided

- (j) That length of the Access Road (the westerly Access Road), (7/1, 8/1, and 9/1), which extends northwards off the A4130/Collett Roundabout junction and then takes a westerly turn just to the west of Appleford Level Crossing and up to a point some 370 metres west of the Level Crossing, and which serves the premises of Hanson Appleford Sidings/Sutton Courtenay Quarry, Hill Farm and Hill Farm Cottage, the site of (former) J James Ltd Pallets & Wood Recycling Ltd, a garage repair operation within that site, an area of land to the north of that bounded site on the east side of the westerly Access Road, the north and south accesses to Hartright House and to Appleford Crossing, will be stopped up.

The northern and southern connections only of an easterly Access Road, (**7/3 and 9/2**), which extends off the westerly Access Road, from a point some 60 metres north of the A4130 Collett Roundabout junction, to a point 162 metres north of the northerly access to Hartwright House, will be stopped up. This easterly Access Road, serves agricultural land lying to its east between it and the railway, the former J James Ltd Pallets & Wood Recycling Ltd site, and two extensive Ponds which lie to the north of Hartwright House and which are used as fishing Ponds.

The stopped up westerly Access Road will be subsumed within the new A4197 Classified Road length, with new Means of Access being provided off that to Hill Farm and Hill Farm Cottage, on the west of the A4197 via a new highway stub which is to be provided westwards off the A4197 as a link to a future development area, together with a length of new private means of access running northwards off that stub to Hill Farm and Hill Farm Cottage, **8/a**. The Council will share use of the first length of this new Access, as access to its new Attenuation Pond which is to be positioned to the north of the new highway stub and south of Hill Farm and Hill Farm Cottage, on the west side of the new A4197.

Additionally, a new single Means of Access, at the position of the current northerly Access, to Hartwright House will be provided directly off the eastern side of the new A4197, **8/b**.

Other premises currently served by the westerly Access Road, will not be provided with direct access to and from the A4197.

Agricultural land lying to the west of the westerly Access Road and immediately to the north of Collett Roundabout, presently afforded access off the Westerly Access Road, will instead use an existing alternative Means of Access, off the northern side of the A4130 some 320 metres west of the Collett Roundabout junction.

A new highway Link Road to a future development area which is to be provided eastwards off the new A4197 length, opposite the access road to Hill Farm and Hill Farm Cottage, and at a point just south of the former J J Pallets and Wood Recycling Ltd site, is to be provided to connect the new A4197 with the easterly Access Road. A new private means of access will be provided off the eastern end of the new Link Road, reconnecting with the easterly Access Road and continuing private access rights for those who presently have such private access rights, J J

Pallets and Wood Recycling Ltd, the Hartwright House Ponds, and agricultural land, over what will become the remaining cul-de-sac easterly Access Road.

The existing Appleford Crossing property, together with areas of woodland and landscaped area, severed by the new A4197 and lying to the north and west of the Appleford Crossing, will be provided with new means of access off the A4197 and B4106 at the Appleford Level Crossing, **9/a and 9/b**.

- (ii) A new private means of access track will be provided southwards off the B4016, **10a, 12a and 12/b**, and lying to the west of Bridge Farm House and Bridge House, on the eastern side of the new A4197, into a land corridor which the Council is to acquire and which will accommodate three new Attenuation Ponds as part of the Scheme. A length of this new access track, **12/b**, will also provide access into the remaining land holding, known as ninety acre field, which is severed by the new A4197 and the Attenuation Ponds site to its south.
- (iii) Two new means of Access, **12/c and 12/d**, are to be provided to a further two new Attenuation Pond sites proposed by the Council under the Scheme, located on the western side of the proposed Sutton Courtenay Roundabout and lying to the north and south of Footpath 373/12/50 (Sutton Courtenay).
- (iv) A new means of Access, **13/a**, to an Attenuation Pond, on the east side of the new A4197, where it has crossed over the River Thames on bridge and joins its northern bank, will be provided.
- (v) New means of Access to agricultural land on the west side of the new A4197, **14/b**, and to an agricultural barn and outbuildings housing farm animals on the east side of the A4197, **14/a**, of Zouch Farm, at a point some 320 metres south of the proposed A415 Abingdon Road roundabout junction, will be provided to those holdings severed by the new A4197.

13.12 The A415 Improved and New Sections (Site Plans 14 (part) – 19)

- Highways to be Stopped Up, Highways to be Improved, and New Highways
 - (i) A 236 metres length of Station Road, **(16/S1)**, and a 216 metres length of the A415 Abingdon Road, **(16/S2)**, are to be stopped up, at the new A415 roundabout junction, which is the commencement of the Clifton Hampden Bypass, just east of Culham Station and south of Culham Science Centre.

New Link Roads, into Culham Science Centre and off that to rejoin with Station Road leading to Culham Station, will be provided, together with a number of new Cycle Track connections, for pedestrian and cyclist use, leading into the Culham Science Centre and into Culham Station, to the north of the new A415 junction, and to its south, providing connections back to the bypassed A415.
 - (ii) A 169 metres length of Footpath 171/10/10 (Clifton Hampden) and 171/10/20 (Clifton Hampden), **(18/S1)**, where they will be crossed by the new A415 Clifton

Hampden Bypass, will be stopped up. New lengths of Footpath will be provided, north **(18/B)** and south **(18/A)** of the new A415, slightly west of their current alignment, and from which pedestrians will be led to a uncontrolled crossing of the A415 and use of a short stretch of the integral Cycle Track within the A415 on its northern side. Pedestrians will pick up their journey on those remaining lengths of Footpath north and south of the new A415.

- (iii) The whole of Footpath 171/5/10 (Clifton Hampden), **(19/S2)**, and a 184 metres length of Footpath 171/6/10 (Clifton Hampden), **(19/S3)**, north westwards off the B4105 Oxford Road, together with a 53 metres length of Footpath 171/3/30 (Clifton Hampden), **(19/S3)**, where it will be crossed by the new A415, will be stopped up at the north easterly termination point of the Clifton Hampden Bypass section of the Scheme and where that will tie in to the existing B4105 Oxford Road. A 260 metres length of the B4105 Oxford Road, **(19/S4)**, will also be stopped up here, to be replaced by a new Link Road realignment of the B4105, slightly west of the existing route, **(19/C)**, which will connect with the new A415 on its south east side and form the terminal T-Junction connection of the Scheme and its Bypass section.

A new Cycle Track, **(19/C)**, co-existent with a new private access track leading to one of the Scheme's Attenuation Ponds, will be provided along the stopped up B4105, offering a segregated route for pedestrian and cyclists, to link up with the integral cyclist and pedestrian facilities within the Bypass section of the Scheme on its north west and south east sides.

A new Footpath, **(19/A)**, will be provided off the new B4015 Link Road realignment, to connect with Footpaths 171/3/30 (Clifton Hampden) and 171/3/20 (Clifton Hampden), offering an off-road route for pedestrians to pick up their connections with the Bypass and ongoing lengths of the Scheme.

- Private Means of Access to be Stopped Up and New Means of Access to be Provided

- (i) New means of Access to two Scheme Attenuation Ponds, **14/c and 14/d**, located on the west and east sides of a short new highway spur road to future development, leading northwards off Abingdon Roundabout, will be provided.
- (ii) A new means of Access to a Scheme Attenuation Pond, **15/a**, located on the northern side the A415, north of Zouch Farm, will be provided.
- (iii) A number of new means of Access to Attenuation Ponds, **16/d, 16/f and 16/j**, to the north and south of the new A415 roundabout which is the commencement of the Clifton Hampden Bypass, just east of Culham Station, will be provided, with those on the northern side of the A415 leading off two new Accesses, **16/c and 16/e**, leading to the Culham Science Centre. A further two new accesses, **16/g and 16/h** will lead off the western and eastern sides of the one of the main new accesses, 16/e, to the Science Centre. These replace existing private means of access which are to be stopped up (**16/1 – 16/8**) to the Culham Science Centre.

- (iv) A new private means of Access to Fullamoor Farm, **17/a**, will be provided off a new highway Link Road which will connect the new and old A415, immediately to the west of those premises. This will replace the existing private means of access which is to be stopped up to the Farm, **17/2**, and which leads southwards of the private access road, Thame Lane, which is also to be stopped up, **17/1**.
- (v) A new private means of Access to Culham Sewage Treatment Works, **17/c**, will be provided off a short new highway spur off the southern side of the A415 Clifton Hampden Bypass, replacing the private means of access which is to be stopped up to the Works, **17/3**, off Thame Lane.
- (vi) A new private means of Access Track westwards off that same new highway spur, **17/b**, will provide access to the site proposed as Scheme Attenuation Ponds and additional offsite drainage features, located on the south side of the new A415.
- (vii) A new private means of Access off the north western side of the A415 Clifton Hampden Bypass, **18/a**, will be provided as the Culham Science Centre secondary access.
- (viii) Two lengths of new private means of access track, off the south side and north side of the new A415 Bypass, **18/b and 18/c**, to Farm, will be provided to replace the existing access track which is stopped up under the Scheme, **18/3**, as severed by the new A415.
- (ix) A new private means of access, **19/a**, co-existent with a new Cycle Track (with a right of way on foot), will be provided along a length of the stopped up B4015 Oxford Road, at the eastern termination point of the Scheme, to provide access to a Scheme Attenuation Pond there.

Side Roads Order Summary

- 13.13 The SRO is made in relation to the Classified Roads which are to be improved and constructed under the Scheme.
- 13.14 The Council is satisfied that where highways are to be stopped up, their stopping up is necessary as a consequence of the Scheme, that other reasonably convenient routes for those highways already exist or will be provided under the Scheme before the relevant highway is stopped up, allowing the Secretary of State for Transport to satisfy himself on that matter under Section 14(6) of the Highways Act 1980.
- 13.15 The Council is also satisfied that where private means of access to premises are to be stopped up under the SRO, their stopping up is a necessary consequence of the Scheme, and that where those premises are to remain another reasonably convenient means of access to the relevant premises will be provided under the SRO, or otherwise, before that private means of access is stopped up; and that in other instances no access to the premises to which an access is stopped up is reasonably required, because such premises are vacated and have been or are to be demolished, allowing the Secretary of State for Transport to satisfy himself on that matter under

Section 125 (3) of the Highways Act 1980, in his consideration of confirmation of the SRO.

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14 RELATED ORDERS, CONSENTS AND SPECIAL CATEGORY LAND

Planning Application

- 14.1. Planning permission is required for the Scheme. On 2 November 2021, a planning application was validated for the Scheme by Oxfordshire County Council as the determining local planning authority under application reference R3.0138/21. As noted above, there is no reason why planning permission would not be forthcoming and it is anticipated that it will be granted in Q2 2022.

Traffic Regulation Orders

- 14.2. The Traffic Regulation Orders are in the process of being drafted and are not considered to represent an impediment to the delivery of the Scheme. Traffic Regulation Orders will be required to introduce new, and amend existing speed limits, to prohibit or restrict parking and waiting of vehicles, and to prohibit or restrict the loading and unloading of vehicles.
- 14.3. The A4130 between Milton Gate and circa 260m west of the Great Western Park currently operates at the national speed limit for a single carriageway 60mph. The HIF1 scheme will reduce this section to 40mph including the proposed dual section and proposed single lane carriageway between the two proposed roundabouts linking the A4130 to the new Didcot Science Bridge.
- 14.4. The proposed two south eastern arms into proposed development sites will be subject to 20mph speed limits.
- 14.5. The new single carriageway from the proposed Didcot Science Bridge roundabout over the A4130, Great Western Mainline and Milton Road through the former Didcot A Power Station site connecting to the existing Northern Perimeter Road will be subject to 30mph speed limit.
- 14.6. The existing Purchas roundabout and associated single carriageway arms will be reduced from a 50mph to 30mph speed limit.
- 14.7. The enhanced Collett roundabout and associated arms will be reduced from 50mph to 30mph. The new Didcot to Culham River Crossing single carriageway will be subject to a 30mph speed limit circa 690m north of the Collett roundabout. The northern arm of the Collett Roundabout directly links into the proposed Didcot to Culham River crossing, this single carriageway will also be subject to a 30mph for 690m from the roundabout. This single carriageway will continue north to the A415 Abingdon Road over the River Thames and will be subject to a 50mph speed limit.
- 14.8. The existing 60mph speed limit on the B4016 Appleford Road west of the proposed Didcot to Culham River crossing will be reduced to 30mph.
- 14.9. The proposed A415 roundabout with the new Didcot to Culham River Crossing and associated arms will be subject to a 50mph speed limit.

- 14.10. The new A415 roundabout with Culham Science Centre and associated arms will have a designated speed limit of 40mph.
- 14.11. The proposed single carriageway Clifton Hampden Bypass will be subject to a 50mph speed limit.
- 14.12. The existing A415 between Culham Science Centre to Clifton Hampden Village will be reduced from 60mph to 30mph speed limit.
- 14.13. The existing B4015 Oxford road between Courtiers Garden and the new Clifton Hampden Bypass will be reduced to 30mph speed limit.
- 14.14. Sections of the existing public highway to prohibited to motor-vehicles were rededicated to footway and cycleway only.
- 14.15. The Traffic Regulation Orders are in the process of being drafted and are not considered to represent an impediment to the delivery of the Scheme.

Protected Species Licences

- 14.16. All necessary protected species licences required for the Scheme will be obtained prior to undertaking any works that might result in offences under relevant legislation.
- 14.17. With reference to the defined existing baseline conditions, the requirement for licences relates to the following species:
- **Fish:** consent will be required to capture and relocate fish away from the works areas in water bodies to be directly impacted, namely at: the unnamed lake and ponds at the Appleford Siding and the Culham finger lakes. Fish capture and translocation will be facilitated by applications submitted to the Environment Agency, working with their local Biodiversity Team.
 - **Bats:** the Scheme would directly impact on roosts in trees on the northern extent of the Clifton Hampden section of the Scheme and require works under license from Natural England.
 - **Badgers:** The survey of badger activity identified 13 active badger setts; two of which are main setts which would be directly impacted by the Scheme and require closure under license from Natural England.
- 14.18. As per the ecological assessment in the EIA, following the application of best practice construction measures in a Construction Environmental Management Plan (CEMP) prepared by the contractor and applying for protected species licences from the relevant regulators, no significant adverse effects on biodiversity are anticipated.

Network Rail – Asset Protection Agreement

14.19 The Council is continuing to progress an Asset Protection Agreement (APA) with Network Rail which will enable it to secure the necessary temporary access rights, design approvals and rail possessions to undertake the works to the Didcot Science Bridge.

14.20 The agreement will detail the following but not limited to the below:

- Purpose
- Defining Roles & Responsibilities
- Programme of Works (Design, Surveys, Assurance, Construction, Handover)
- Access / Egress
- Undertaking construction works
- Safeguarding the railway
- Inspection, Construction Completion, Taking Over and Final Completion
- Network Rail costs
- Indemnity
- Limitation of Liability
- Insurances

14.21 It is recognised that the various rights required to deliver this work and future planned works are excluded from the Orders, as they will be obtained in this agreement once detailed design has been developed and accepted by Network Rail. However there is no reason to consider as to why this agreement would not obtain all the necessary rights to carry out this element of the Scheme.

14.22 An Approval in Principle (AIP) has been approved by the Council and accepted by Network Rail. The AIP highlights the proposed arrangements for construction, consultation of any special conditions required and proposed arrangements for future maintenance and inspection. Network Rail have provided a letter of no objection confirming to the Planning Inspectorate that Network Rail have been duly consulted and their input has been taken into account in the preliminary design (including having had the opportunity to review and comment on the AIP).

14.23 It is estimated the APA for the main works could be agreed as early as Q3 2022 and an APA for future works as early as Q2 2023.

Special Category Land – Statutory Undertakers' Land

14.24 The Acquiring Authority has concluded that the only Special Category Land is that which is owned by Statutory Undertakers. There is no land which is classified as public open space, allotments, consecrated ground or land within the ownership of the Crown Estate or the National Trust.

14.25 The Order Land includes land which has been previously acquired by a statutory undertaker for the purposes of their undertaking.

- 14.26 Should a statutory undertaker object to the Order and make a representation under Section 16 of the Acquisition of Land Act 1981 in respect of such land, it cannot be confirmed unless the Secretary of State for Business, Energy and Industrial Strategy is satisfied that the land in question can either be purchased without serious detriment to the carrying on of the undertaking, or that if purchased, it can be replaced by other land belonging to, or available for acquisition by the undertakers.
- 14.27 The Acquiring Authority has been working with Network Rail to allow a series of night time possessions, where the Acquiring Authority will occupy the area and where Network Rail will shut off the power to the railway line and stop train movements in the localised area to allow work to be undertaken for approximately 8 hours each time. The Acquiring Authority has entered into an Outside Party Asset Protection Agreement with Network Rail and has all the agreements in place to allow access to the land in order to carry out the works.
- 14.28 The Order Land includes parcels of land which Thames Water and The Environment Agency have rights over. The Council does not believe that the Scheme will interfere with their ability to undertake their statutory duties. Further discussions are ongoing in this regard.
- 14.29 In accordance with the New Roads and Street Works Act 1991, extensive discussions have taken place with all statutory undertakers to determine if they are affected by the Scheme. Potential necessary measures and diversions that will be required where their operational apparatus is likely to be impacted have been discussed with the statutory undertakers. With the exception of Thames Water, all of the statutory undertakers have received and responded to 'C4' detailed estimate applications (see **Table 6** below). Bearing this in mind, and in consideration of the ongoing negotiations with the relevant statutory undertakers, it is considered that there will be no serious detriment to the carrying on of the undertaking and, as such, section 16(2) is satisfied.

Utilities Provider	C4 application submitted	C4 detailed estimate received
Openreach BT	07/05/2021	05/11/2021
SGN	07/05/2021	05/11/2021
SSE Telecommunications Ltd	05/05/2021	04/08/2021
SSEN	05/05/2021	03/08/2021
Vodafone	06/04/2021	30/07/2021
Thames Water (enhanced C3)	12/03/2021	17/08/2021
Gigaclear	24/04/2021	20/08/2021
CloudHQ / InstalCom	24/04/2021	20/08/2021
Virgin Media	12/04/2021	03/06/2021

Table 6: C4 Programme

Special Consideration

- 14.30 There are no Sites of Special Scientific Interest (SSSI) within the Order Land. The closest SSSI to the Scheme is Culham Brake, which is approximately 2.1km in distance from the northernmost extent of the Culham to Didcot River Crossing.
- 14.31 There are no scheduled ancient monuments or listed buildings within the Order Land; however, the land required for the Culham to Didcot River Crossing is adjacent to a Scheduled Ancient Monument called 'Settlement site N of Thames', reference 1006345. Ground Penetrating Radar Surveys (GPRS) have been undertaken within the corridors of land for the Scheme to reveal any possible archaeological features within the Order Land. A written scheme of investigation has been developed and agreed with Richard Oram (County Archaeologist). Archaeological trenching was undertaken in March 2021 to July 2021 and was considered within the Environmental Statement, submitted as part of the planning application.
- 14.32 The Order Land is not within a conservation area, skirting the Clifton Hampden Conservation Area which is the closest. None of its land is owned by the National Trust, or held by or on behalf of the Crown. None of the Order Land is ecclesiastical or burial ground. The Order Land contains no Common land or Public Open Space.

Views of Government Departments

- 14.33 The Department for Levelling Up, Housing and Communities (DLHC) and Homes England support the Scheme. Homes England, on behalf of the DLHC, has entered a Grant Determination Agreement with the Council providing £239.8 million, via the Housing Infrastructure Fund, for the Council to undertake the Scheme as the Highway Authority (subject to an amended GDA, as well as making these monies available until March 2026). As part of the updated business case yet to be submitted (with the update GDA funding breakdown) to DLHC, the Department for Transport will also need to assess and approve the proposals.
- 14.34 The business case and benefit cost ratio (BCR) was predominantly predicated on the delivery of new homes by evaluation of land value uplift (LVU) rather than a traditional transport business case. Even though the transport benefits/disbenefits were assessed as part of the business case, the use of LVU is reflective of the Government's priority to deliver more new homes in areas where they are most needed. Oxfordshire is a high housing demand area with Oxford City often cited as the most expensive area to live, outside London, relative to wages. Oxfordshire, as demonstrated by the Housing and Growth Deal, is integral to Government achieving its national target of building 300,000 new homes every year.

Statement justifying extent of scheme to be disregarded for the purposes of assessing compensation in the 'no-scheme world'

- 14.35 Paragraph 196(v) of the CPO Guidance requires a statement to be included in every statement of reasons which justifies the extent of the scheme to be disregarded for the purposes of assessing compensation in the 'no-scheme world'.

- 14.36 Section 6(A) of the Land Compensation Act 1961 provides that “*the no- scheme principle is to be applied when assessing the value of land in order to work out how much compensation should be paid by the acquiring authority for the compulsory acquisition of the land*”. For the purposes of section 6(A), the “scheme” means the scheme of development underlying the acquisition.
- 14.37 Section 6D explains that the underlying scheme is to be the scheme provided for by the Order unless it is shown that the underlying scheme is a scheme larger than, but incorporating, the scheme provided for by that instrument.
- 14.38 In the present case, the underlying scheme is HIF 1 Scheme. That is the extent of the scheme to be disregarded for the purposes of assessing compensation in the ‘no- scheme world’.

Conclusion

- 14.39 Having regard to the above, the acquiring authority can show in accordance with paragraph 15 of the CPO Guidance that the Scheme is unlikely to be blocked by any physical or legal impediments to implementation or delivery. A statement in accordance with paragraph 196(v) of the CPO Guidance has also been provided.

INSPECTION OF DOCUMENTS AND CONTACT DETAILS

- 15.1. The following documents are available for public inspection during normal opening hours at the following locations:
- Oxfordshire County Council, County Hall, Oxford OX1 1DJ.
 - Didcot Library, 197 Broadway, Didcot OX11 8RU
 - Abingdon Library, The Charter, Abingdon OX14 3LY
 - Berinsfield Library, Green Furlong Berinsfield, Wallingford OX10 7NR
- 15.2. The documents are:
- the CPO and Order Schedule
 - the CPO Map
 - the SRO and SRO schedule
 - the SRO plans
 - the Bridge Scheme,
 - this Joint Statement of Reasons, and
 - the suite of General Arrangement Drawings
- 15.3. The documents can also be viewed on the Acquiring Authority's website at www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-and-area-improvements
- 15.4. Interested parties affected by the Order who wish to discuss matters with the Acquiring Authority should contact Shamoan Ahmed, Programme Lead, by one of the following means:
- by telephone on 07776 244856
 - by e-mail to hif1project@oxfordshire.gov.uk
 - by post to Oxfordshire County Council, County Hall, Oxford OX1 1DJ
- 15.5. Owners and occupiers of properties affected by the CPO who wish to progress discussions for the acquisition of their interest should contact Ian Miles, Technical Director, Gateley Hamer Limited on 07923 212 505 or via email ian.miles@gateleyhamer.com
- 15.6. The Acquiring Authority will assist, wherever practicable, occupiers of properties affected by the CPO to relocate to alternative premises.

List of Documents in the Event of an Inquiry

- Planning application and supporting documentation and Environmental Statement, as referred to in this statement of reasons
- Local and national policy and guidance documents (including existing and emerging documents), as referred to in this statement of reasons
- Scheme development documents, including option reports, technical studies, and consultation documents, as referred to in this statement of reasons

- Funding and financial documentation and agreements, as referred to in this statement of reasons
Other background documents

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