OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Consultation Report

Appendices 31-43

Document 5.1K

On behalf of
Oxfordshire Railfreight Limited

Prepared by Oxalis Planning
March 2026

NOTICE OF STATUTORY PUBLIC CONSULTATION

OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with Highway Improvements including at M40 J10, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire.

Notice is hereby given that Oxfordshire Railfreight Limited ("the Applicant") will apply for a Development Consent Order ("DCO") to the Secretary of State for Transport. If accepted, the application will be examined by the Planning Inspectorate and a recommendation will be made to the Secretary of State for Transport who then decides whether to approve the DCO.

The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;
- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;
- works to the Ardley tunnel to provide W8 gauge through the tunnel.
- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;
- demolition of existing structures, and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;
- improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to Main Site;
- a Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;
- a Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;
- the principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site;
- highway works to be carried out in connection with the improvement of J9 of the M40 motorway;
- additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout;
- measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;
- retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities;
- retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity;
- associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

Consultation

Under the Planning Act 2008, we are required to consult on the proposals for the DCO. This is known as statutory consultation. We carried out non-statutory consultation (our Stage 1 consultation) between 9 May 2022 and 4 July 2022. We are now carrying out statutory consultation (our Stage 2 consultation). The purpose of this Stage 2 Consultation is to receive feedback on the current proposals for the scheme so to inform the final scheme as will be submitted to the Secretary of State.

The consultation material will be available to be viewed or downloaded from the project website, www.oxsrfi.co.uk. This includes drafts of the following application documentation in addition to other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

- Guide to the Application
- Location Plan
- Parameters Plan
- Illustrative Masterplan
- Preliminary Environmental Information
- Development Consent Order and Explanatory Memorandum
- Project Overview Document
- Works Plans and Highway plans
- Rail plans and rail report
- Commitments Register
- Planning Statement
- Design Approach Documents

Hard copies of selected consultation documents that help to explain the proposals will also be available for inspection free of charge from 23 September until 4 November 2025 at the following locations;

- **Cherwell District Council**, Cherwell District Council, 39 Castle Quay, Banbury, OX16 5FD (Opening Times: 08:45 – 17:15 Monday to Friday); and
- **Bicester Library**, Franklins House, Wesley Lane, Bicester, OX26 6JU (Opening Times: Monday 09:30 – 19:00, Tuesday 09:30 – 17:00, Wednesday 09:30 – 19:00, Thursday 09:30 – 19:00, Friday 09:30 – 17:00, Saturday 09:00 – 16:30.

If you are unable to view or download any of the above documentation, please get in touch using one of the methods listed below. Copies of the plans, map and documents can be provided on USB or via a file sharing website link free of charge or, for those without reasonable internet access, in paper copy for a small printing charge (50p per A4 sheet, 75p per A3 sheet and if plans are requested at a larger scale, a charge of £5 per plan will be made). Cases of hardship will be considered on their individual basis and the Applicant may use its discretion on whether or not to charge for hard copies.

Public exhibitions will be held at several locations as follows:

- **Middleton Stoney Village Hall, OX25 4AN** - Wednesday 1 October (13:30 – 19:30)
- **Heyford Park Chapel, OX25 5TE –** Friday 3 October (13:30-19:30)
- **Ardley with Fewcott Village Hall, OX27 7PA -** Saturday 11 October (12:00 – 17:00)
- **Bicester Hotel Golf & Spa, OX26 1TH –** Thursday 16 October (13:30 – 19:30)

We are also hosting two webinars, which require booking via the website (**www.oxsrfi.co.uk**) in advance. The webinars will be held on Tuesday 7 October between 19:00 – 20:00 and Tuesday 14 October between 19:00 – 20:00.

Consultation responses

We invite you to comment on the proposals during the consultation period, which officially runs from **23 September 2025 – 4 November 2025.** Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate**.**

Please respond using one of the following methods:

- By Post: **'Freepost OxSRFI'**
- By e-mail: **consultation@oxsrfi.co.uk**
- Online via the comments form on the project website: **www.oxsrfi.co.uk**
- By telephone (charged at standard landline rates): **01865 989650**

NOTICE TO THE OWNERS AND OCCUPIERS OF THE LAND SHOWN EDGED RED ON THE PLAN

OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

This notice relates to land and/or interests in land the ownership of which is unknown – if you have not received a consultation letter from us but believe you own or occupy the land shown edged red on the plan please contact Oxfordshire Railfreight Limited on consulation@oxsrfi.co.uk and we invite you to comment on the proposals.

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with Highway Improvements including at M40 J10, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire.

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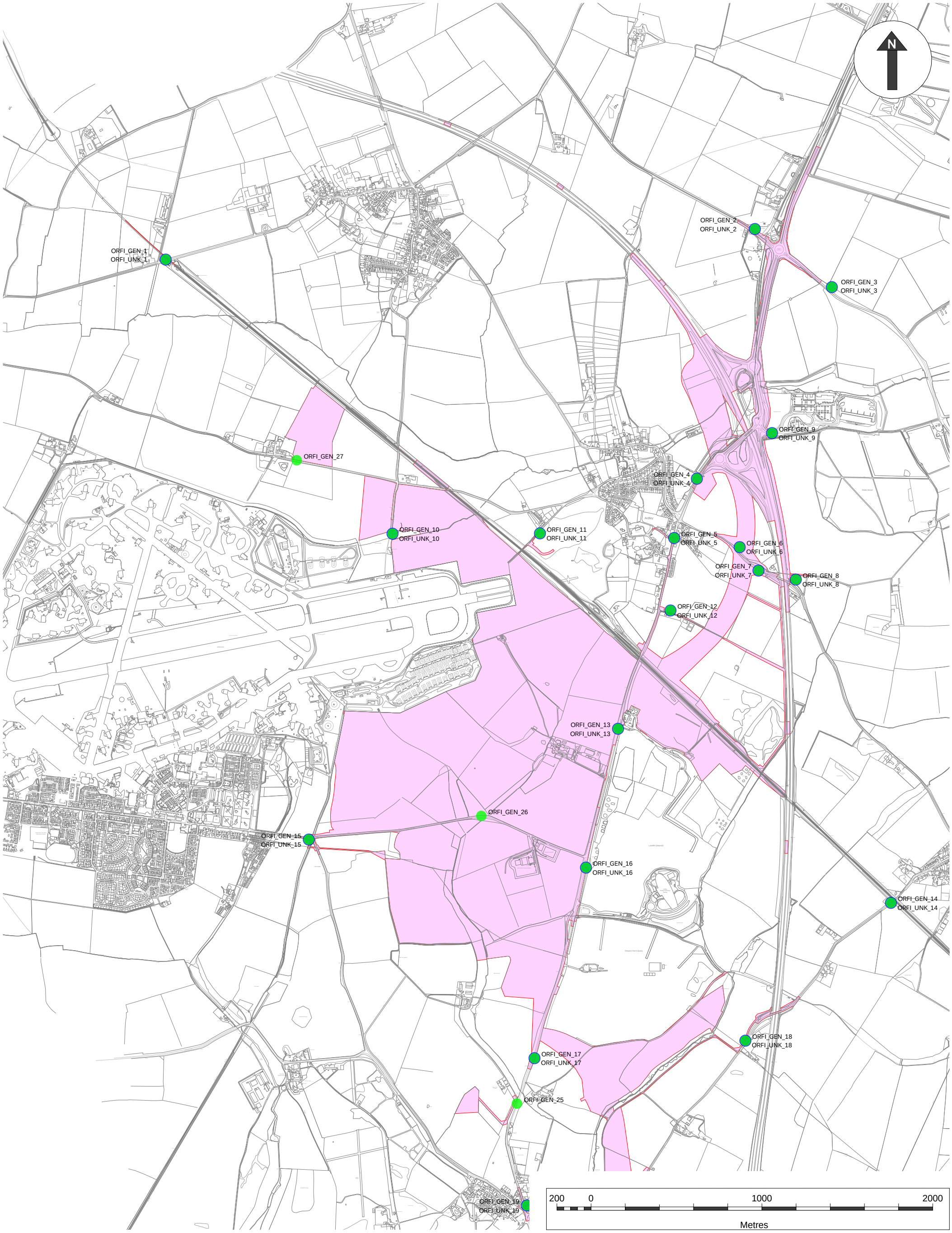
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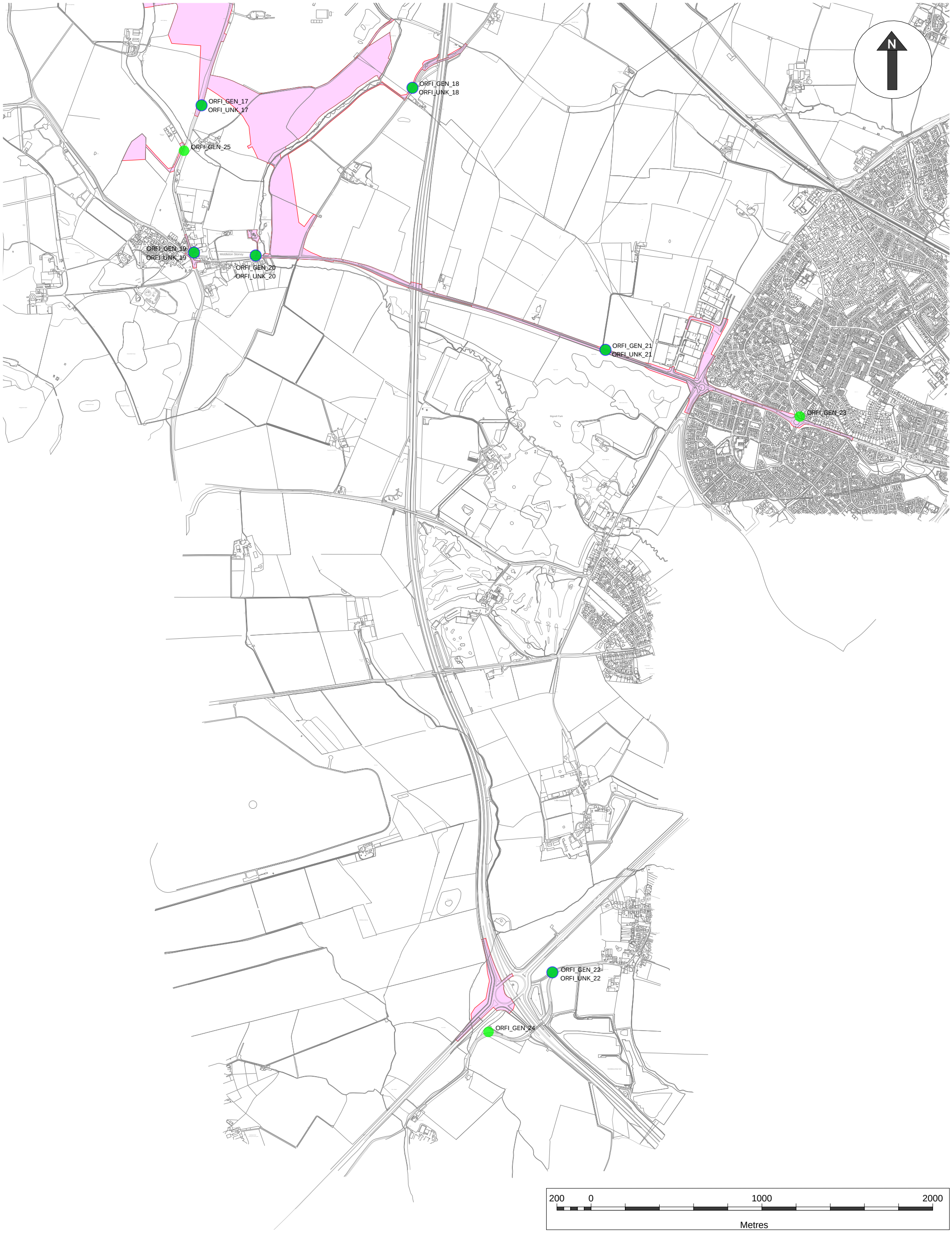
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- Proposed limits
- General Notice Location
- Unknown Notice Location

The Old Oak and Park Royal Development Corporation (Old Oak) CPO - General and Unknown Site Notice Location Masterplan (Sheet 1 of 2)

Date	19 September 2025
Scale	1:2,000@A3



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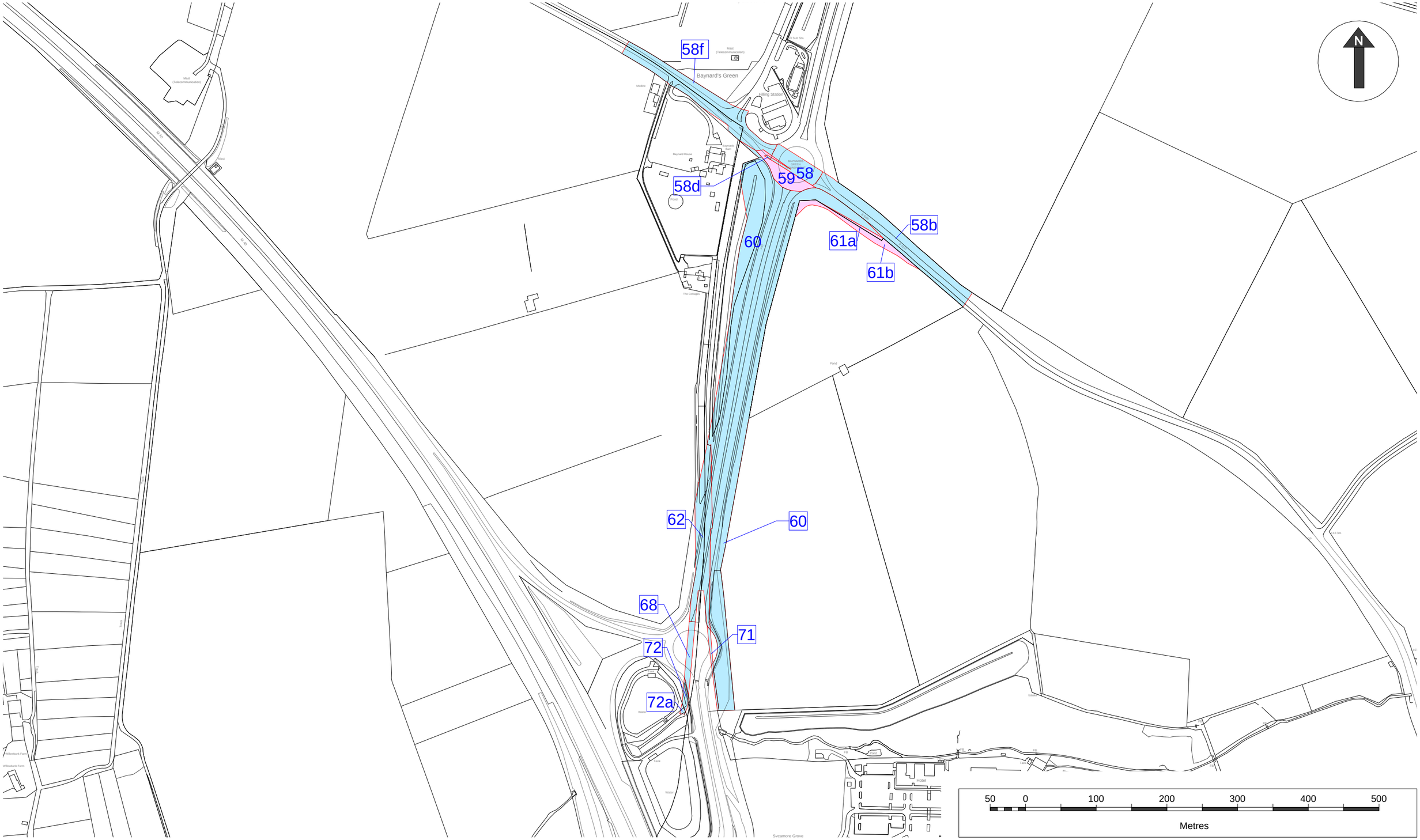
Proposed limits

General Notice Location

Unknown Notice Location

The Old Oak and Park Royal Development Corporation (Old Oak) CPO - General and Unknown Site Notice Location Masterplan (Sheet 2 of 2)

Date	19 September 2025
Scale	1:2,000@A3



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Plots with unknown freeholders, leaseholders, tenants and/or occupiers

Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 1 of 12)

To the unknown freeholders and subsoils of the land identified

OS Map Ref	SP 550 291		
Scale	1:5,000@A4	**Date**	19 September 2025

269
268
267
300
266
165a
165
304
102
Fritwell
N
50 0 100 200 300 400 500
Metres

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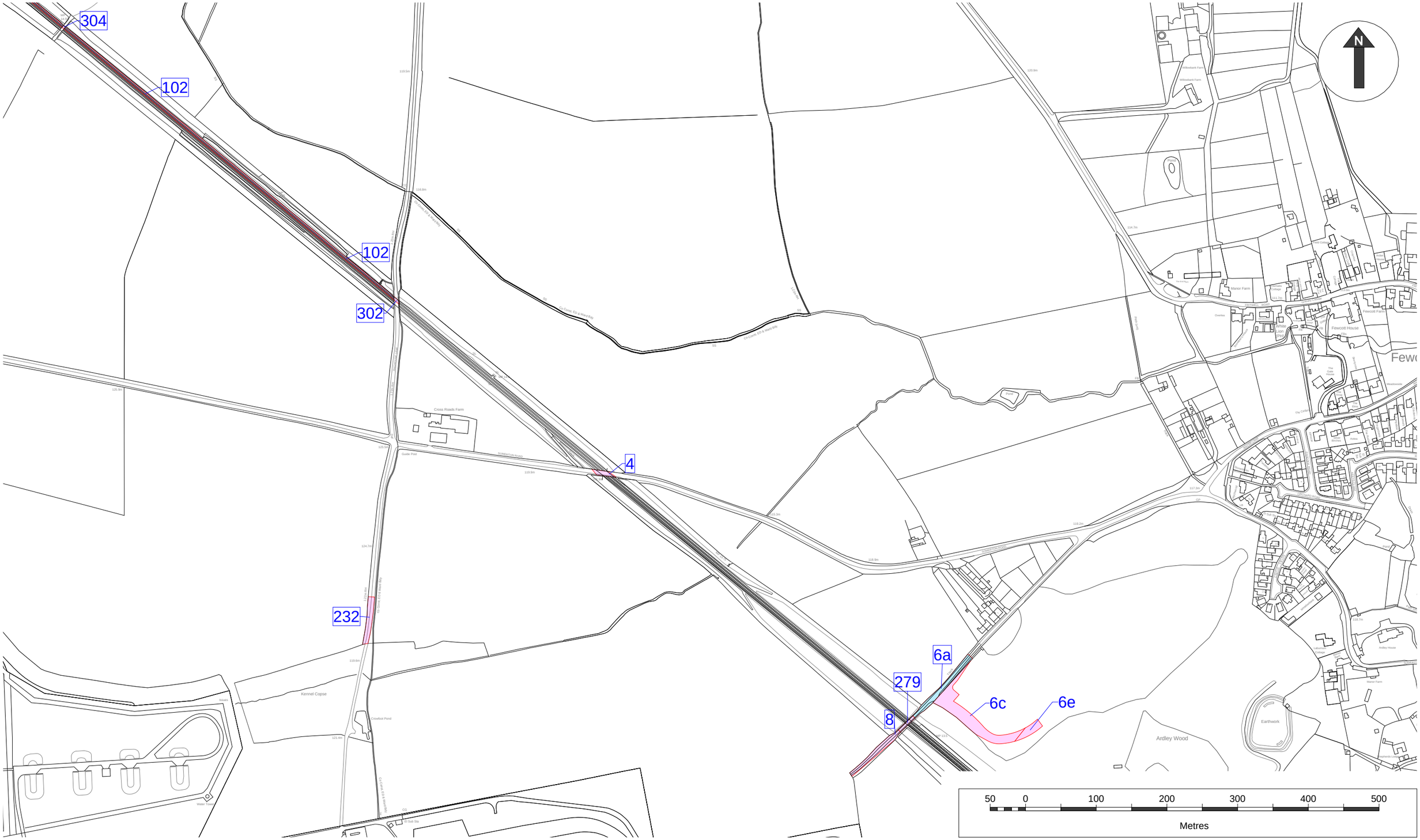
Plots with unknown freeholders, leaseholders, tenants and/or occupiers

Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 2 of 12)

To the unknown freeholders and subsoils of the land identified

OS Map Ref	SP 550 291		
Scale	1:5,000@A4	**Date**	19 September 2025



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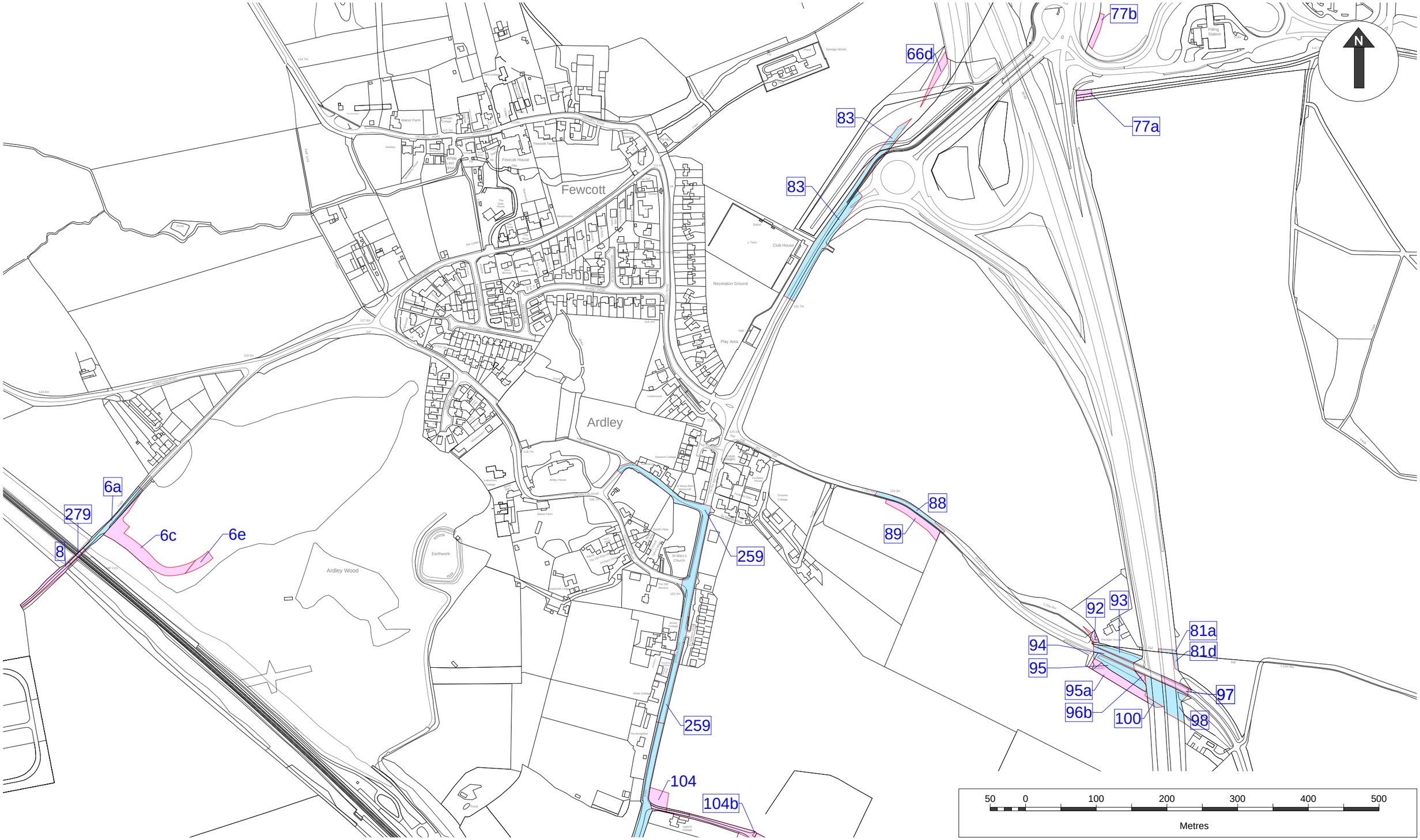
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Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 3 of 12)

To the unknown freeholders and subsoils of the land identified

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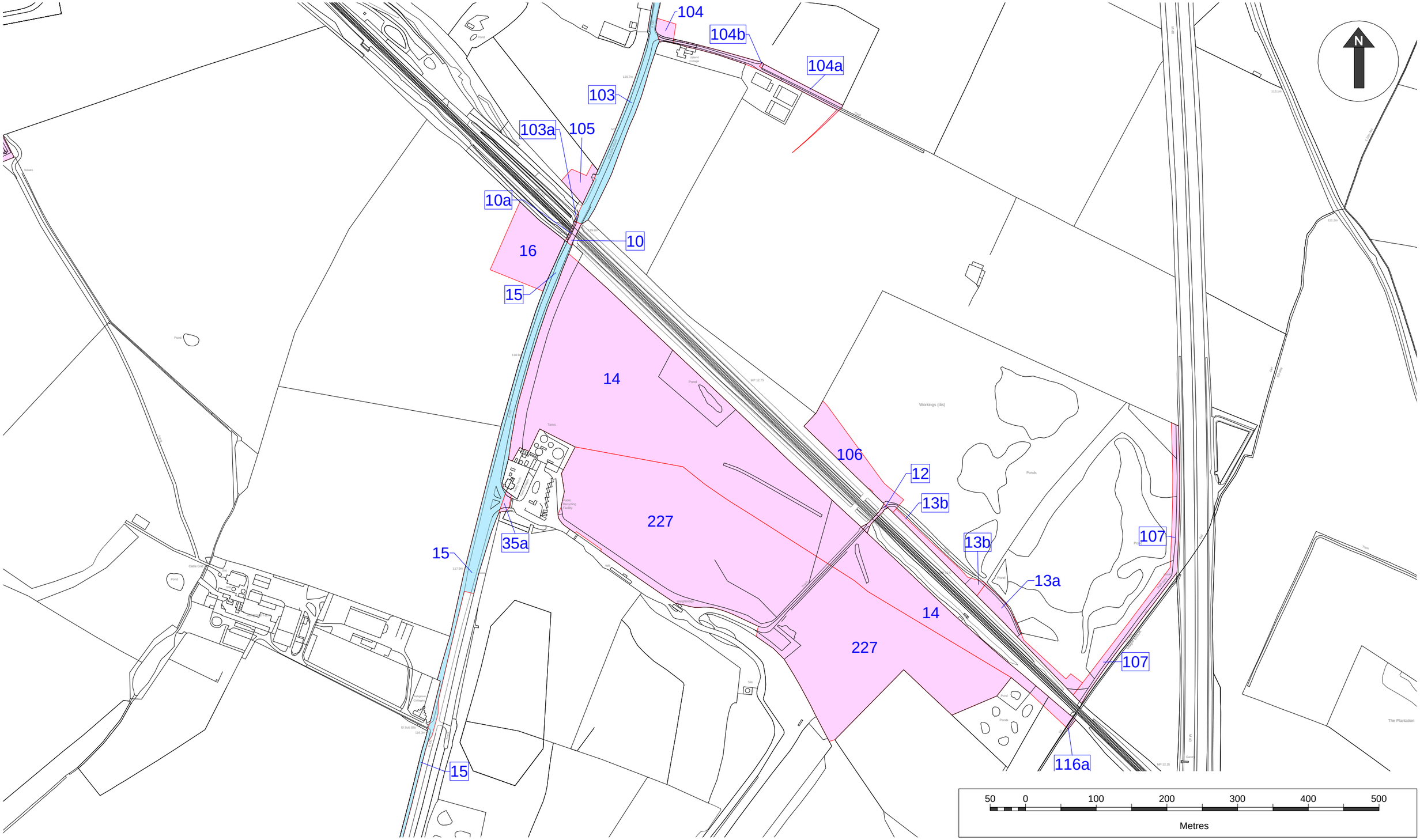
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Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 4 of 12)

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Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 5 of 12)

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Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 6 of 12)

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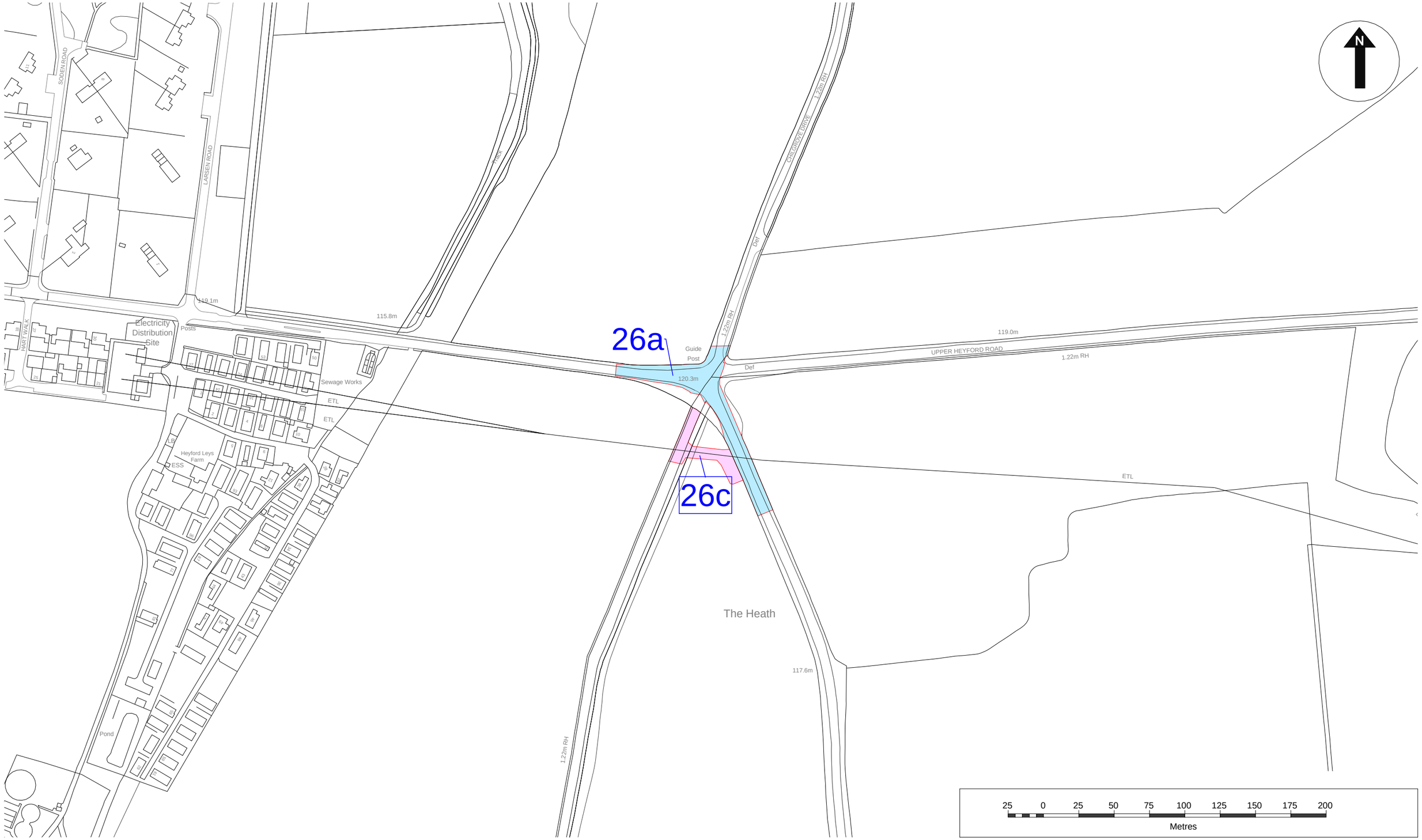
Plots with unknown freeholders, leaseholders, tenants and/or occupiers

Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 7 of 12)

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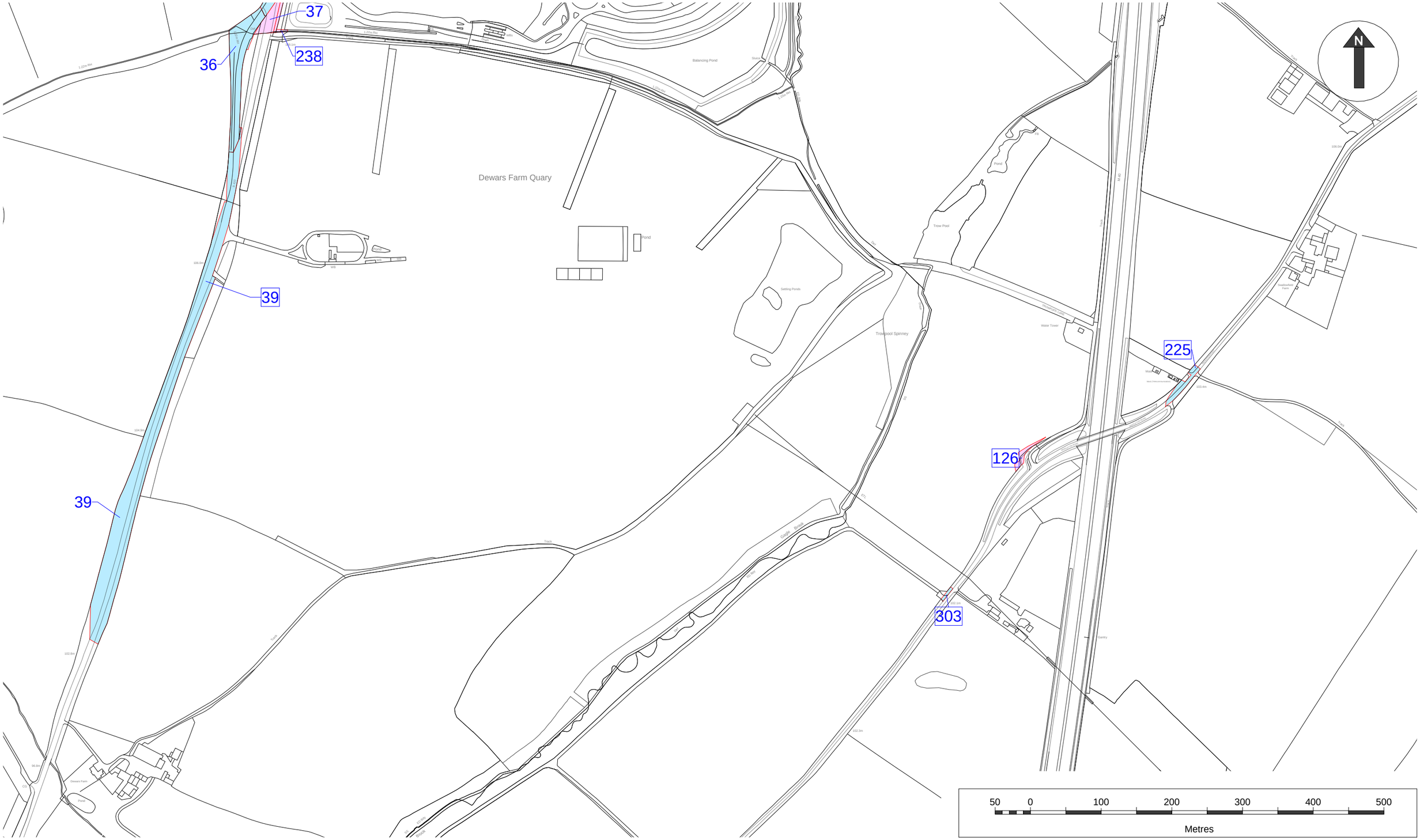
Plots with unknown freeholders, leaseholders, tenants and/or occupiers

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Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 8 of 12)

To the unknown freeholders and subsoils of the land identified

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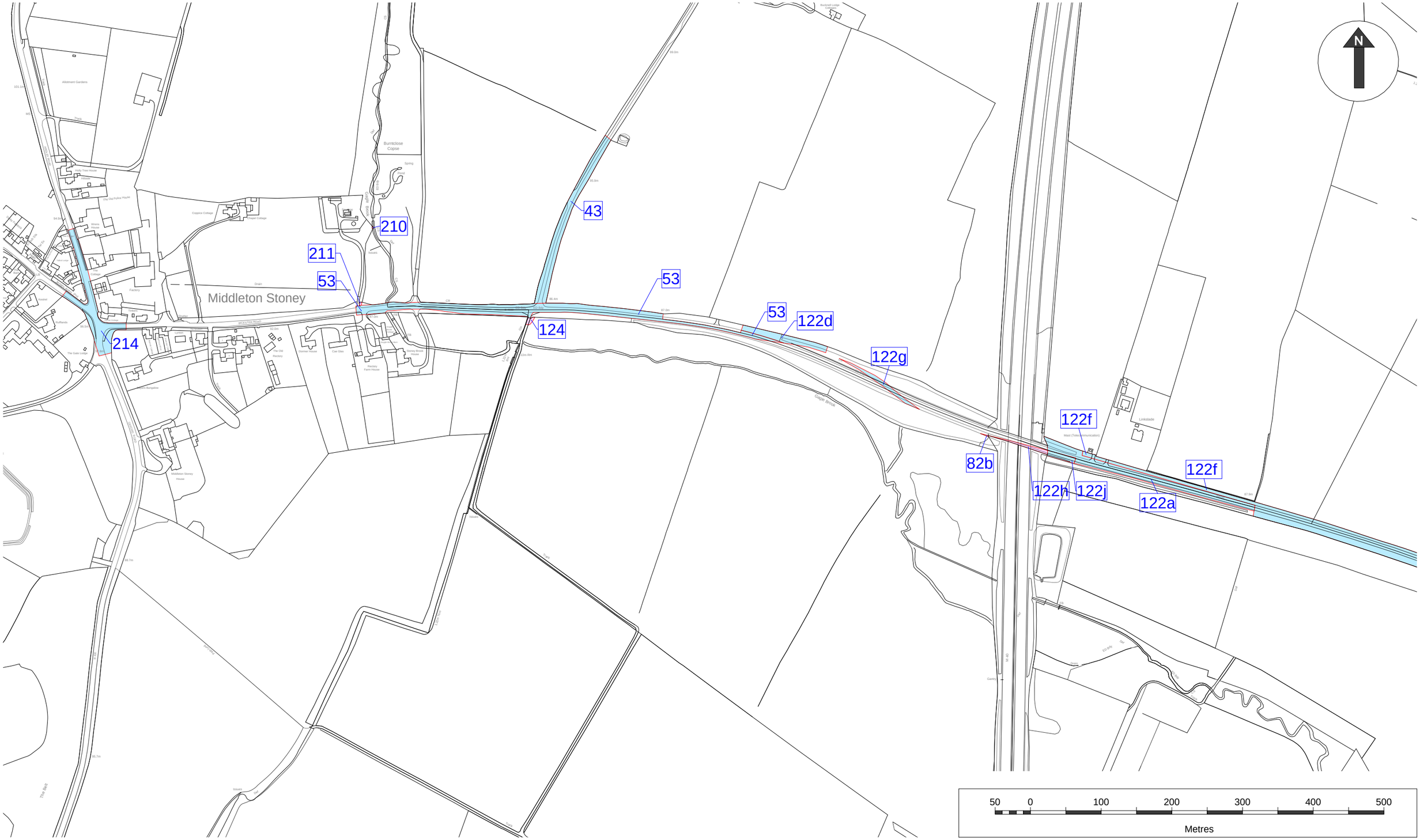
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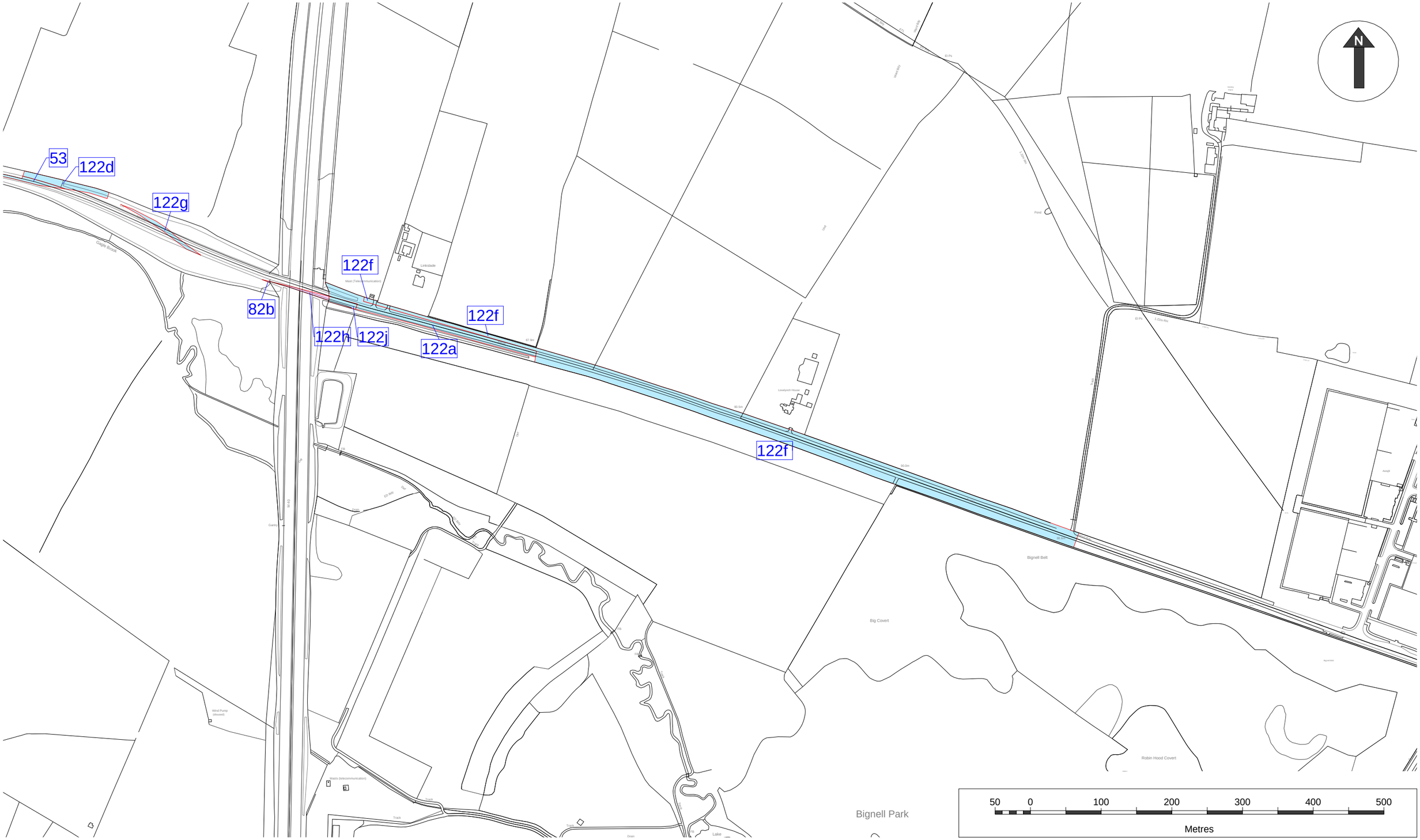
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Unknown Plot Plan (Sheet 10 of 12)

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Scale	1:5,000@A4	**Date**	19 September 2025



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Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 11 of 12)

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Scale	1:5,000@A4	**Date**	19 September 2025

Oxfordshire Strategic Rail Freight Interchange												
S42 Consultee List as at 13 August 2025												
Prepared for Stage 2 Statutory Consultation												
Statutory Consultee	**Organisation**	**Contact Name**	**Address 1**	**Address 2**	**Address 3**	**Address 4**	**Address 5**	**Address 6**	**Address 7**	**Email**	**Contact directly, prior to launch and after launch**	**Comments**
Schedule 1 prescribed consultee (Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009)												
The Health and Safety Executive	The Health and Safety Executive	NSIP Applications	Health and Safety Executive	NSIP Consultations	1.2 Redgrave Court	Merton Road	Bootle	L20 7HS		[redacted]@hse.gov.uk cc nsip.applications@hse.gov.uk		APFP Regs - Schedule 1 Consultee
National Health Service Commissioning Board and The relevant National Health Service Clinical Commissioning Group	NHS Commissioning Board Authority	To Whom it May Concern	1W09	1st Floor	Quarry House	Quarry Hill	Leeds	West Yorkshire	LS2 7UE	commissioningboard@nhs.net		APFP Regs - Schedule 1 Consultee
	NHS Oxfordshire CCG	To Whom it May Concern	Jubilee House	5510 John Smith Drive	Oxford Business Park South	Oxford	OX4 2LH			oxon.gpc@nhs.net		APFP Regs - Schedule 1 Consultee
Natural England	Natural England	To Whom it May Concern	Natural England Consultation Service	Hornbeam House	Electra Way	Crewe Business Park	Crewe	Cheshire	CW1 6GJ	consultations@naturalengland.org.uk eps.mitigation@naturalengland.org.uk	**Y**	APFP Regs - Schedule 1 Consultee
	Natural England Thames Solent	To Whom it May Concern	Red Kite House	Howbery Park	Crowmarsh Gifford	Wallingford	Oxfordshire	OX10 8BD		consultations@naturalengland.org.uk eps.mitigation@naturalengland.org.uk	**Y**	APFP Regs - Schedule 1 Consultee
The Historic Buildings and Monuments Commission for England	Historic England	To Whom it May Concern	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA			londonseast@HistoricEngland.org.uk customers@HistoricEngland.org.uk	**Y**	APFP Regs - Schedule 1 Consultee
The relevant fire and rescue authority	Oxfordshire Fire and Rescue Service	To Whom it May Concern	Fire and Rescue Service HQ	Sterling Road	Kidlington	OX5 2DU				Community Safety - Fire & Rescue - General Mail <fire.service@Oxfordshire.gov.uk>		APFP Regs - Schedule 1 Consultee
The relevant police and crime commissioner	Thames Valley Police and Crime Commissioner	[redacted]	OPCC	Thames Valley Police HQ	Oxford Road	Kidlington	OX5 2NX			PCC@thamesvalley.police.uk		APFP Regs - Schedule 1 Consultee
Environment Agency	Environment Agency	To Whom it May Concern	Environment Agency	Legal Services	Horizon House	Deanery Road	Bristol	BS1 5AH		enquiries@environment-agency.gov.uk cc. LegalSupport@environment-agency.gov.uk	**Y**	APFP Regs - Schedule 1 Consultee
	Environment Agency - Wallingford	To Whom it May Concern	Red Kite House	Howberry Park	Crowmarsh Gifford	Wallingford	OX10 8BD			LegalSupport@environment-agency.gov.uk	**Y**	APFP Regs - Schedule 1 Consultee Note that all statutory and legal documents (as well as all important and time-critical correspondence) should be served by email to

												LegalSupport@environment-agency.gov.uk, with a hard copy posted to the Legal Services address above
The Secretary of State for Transport	The Rt Hon Heidi Alexander	The Rt Hon Heidi Alexander	House of Commons	London	SW1A 0AA					[redacted]@parliament.uk	**N**	APFP Regs - Schedule 1 Consultee
The relevant Highways Authority	Oxfordshire County Council	Highways Department	County Hall	New Road	Oxford	OX1 1ND				highway.enquiries@oxfordshire.gov.uk	**Y**	APFP Regs - Schedule 1 Consultee
The relevant strategic highways company	National Highways	NSIP Applications	3 Ridgeway	Quinton Business Park	Birmingham	B32 1AF				info@highwaysengland.co.uk	**Y**	APFP Regs - Schedule 1 Consultee
The relevant internal drainage board	Buckingham and River Ouzel Internal Drainage Board	To Whom it May Concern	Vale House	Broadmead Road	Stewartby	Bedfordshire	MK43 9ND			contact@idbs.org.uk		Must be included if the project is likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk. **Included because the Board was included in the scoping opinion consultee list.**
Canal & River Trust	Canal & River Trust	To Whom it May Concern	National Waterways Museum Ellesmere Port	South Pier Road	Ellesmere Port	Cheshire	CH65 4FW			planning@canalrivertrust.org.uk		Must be included if the project is likely to have an impact on inland waterways or land adjacent to inland waterways. **Included because the Trust was included in the scoping opinion consultee list and that the Oxford Canal runs near to Upper Heyford**
The Crown Estate Commissioners	The Crown Estate Commissioners	To whom it may concern	1 St James's Market	London	SW1Y 4AH					enquiries@thecrownestate.co.uk		**Included because the Estate was included in the scoping opinion consultee list.**
The Forestry Commission	The Forestry Commission	To whom it may concern	620 Bristol Business Park	Coldharbour Lane	Bristol	BS16 1EJ				nationalenquiries@forestrycommission.gov.uk		**Included because the Commission was included in the scoping opinion consultee list.**
Relevant AONB Conservation Boards	Chilterns Conservation Board	To whom it may concern	Chilterns Conservation Board	The Lodge	90 Station Road	Chinnor	OX39 4AH			planning@chilterns.org.uk		**Included because the Board was included in the scoping opinion consultee list.**
Relevant AONB Conservation Boards	Cotswold National Landscape Conservation Board	To whom it may concern	Cotswolds National Landscape	The Threshing Barn	Marsden Manor Farm	Rendcomb	Cirencester	GL7 7EU		planning@cotswolds-nl.org.uk		**Included because the Board was included in the scoping opinion consultee list.**
The Secretary of State for Defence	Ministry of Defence	To Whom it May Concern	Defence Infrastructure Organisation	Safeguarding Department	St George's House	DIO Headquarters	DMS Whittington	Lichfield	WS14 9PY	DIO-Safeguarding-Statutory@mod.uk		Only to be included if the project is likely to affect current or future operation of a site identified in a safeguarding map - we note that RAF Croughton is located to the north of Ardley

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Local Authorities												
Local Authority	West Northamptonshire Council	To Whom It May Concern	West Northamptonshire Council	The Guildhall	St Giles Square	Northampton	NN1 1DE			enquiries.nbc@westnorthants.gov.uk		
Parish Councils												
Relevant Parish Council	Ardley with Fewcott Parish Council	[redacted]	6 Greystones Court	Kidlington	Oxon	OX5 1AR				ardleywfparishclerk@yahoo.com		
Relevant Parish Council	Stoke Lyne Parish Council		6 Greystones Court	Kidlington	Oxon	OX5 1AR				stokelyne.parishclerk@gmail.com		
Relevant Parish Council	Bucknell Parish Council		Glendale	Duns Tews	Bicester	Oxon	OX25 6JR			Bucknell.clerk@gmail.com		
Relevant Parish Council	Middleton Stoney Parish Council	Clerk to the Parish Council	Middleton Stoney Village Hall	Heyford Road	Middleton Stoney	OX25 4AN				Clerkmiddletonstoneypc1@gmail.com		
Relevant Parish Council	Chesterton Parish Council	Clerk to the Parish Council	The Community Centre	2 Geminus Roaad	Chesterton	Oxon	OX26 1BJ			Clerk@chestertonparishcouncil.org.uk		
Relevant Parish Council	Upper Heyford Parish Council	[redacted]	Upper Heyford Village Hall	Somerton Road	Upper Heyford	Bicester	OX25 5LB			parishclerk@upperheyford.com		
Relevant Parish Council	Bicester Town Council	To Whom it May Concern	Bicester Town Council	The Garth	Launton Road	OX26 6PS				enquiries@bicester.gov.uk		
Relevant Parish Council	Heyford Park Parish Council	[redacted] / Clerk to the Parish Council	Heyford Park Community Centre	Brice Road	Upper Heyford	OX25 5TE				clerk@heyfordpark-pc.gov.uk		
Statutory Undertaker												
Relevant statutory undertakers (rail)	Network Rail Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail Infrastructure Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail Infrastructure Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail (High Speed) Limited	To Whom it May Concern	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	HS1 Limited	To Whom it May Concern	5th Floor	Kings Place	90 York Way	London	N1 9AG			info@highspeed1.co.uk		
Relevant statutory undertakers (rail)	High Speed Two (HS2) Limited	To Whom it May Concern	Two Snowhill	Snow Hill	Queensway	Birmingham	B4 6GA			hs2enquiries@hs2.org.uk		
Relevant statutory undertakers (rail)	Highways England Historical Railways Estate	To Whom it May Concern	37 Tanner Row	York	YO1 6WP					hreenquiries@highwaysengland.co.uk		
Relevant statutory undertakers (rail)	London and Continental Railways Limited	To Whom it May Concern	20 Cranbourn Street, 2nd Floor	London	WC2H 7AA					info@lcrproperty.co.uk		
Relevant statutory undertakers (rail)	Rail Safety and Standards Board	To Whom it May Concern	25 Fenchurch Avenue	London	EC3M 5AD							

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Relevant statutory undertakers (rail)	Minister of State for Rail	Lord Hendy of Richmond Hill CBE	Minister of State for Rail	Department for Transport	House of Commons	London	SW1A 0AA			[redacted]@parliament.uk		
The relevant Homes and Communities Agency	Homes England	To Whom it May Concern	The Lumen	2nd Floor	St James Boulevard	Newcastle Helix	Newcastle Upon Tyne	NE4 5BZ		enquiries@homesengland.gov.uk		
The relevant water and sewage undertaker(s)	Thames Water Commercial Services	To Whom it May Concern	Clearwater Court	Vastern Road	Reading	RG1 8DB						
	Anglian Water Services Limited	To Whom it May Concern	Lancaster House Lancaster Way	Ermine Business Park	Huntingdon	Cambridgeshire	PE29 6XU					Waste water authority - companies house registered address used
	Thames Water Utilities Limited	To Whom it May Concern	Clearwater Court	Vastern Road	Reading	RG1 8DB						Registered address for all legal documents
Universal Service Provider	Royal Mail Group	To Whom it May Concern / [redacted] [redacted]	185 Farringdon Road	London	EC1A 1AA					[redacted]@royalmail.com		
The relevant NHS Foundation Trusts	South Central Ambulance Service NHS Foundation Trust	FAO Company Secretary	Unit 7 &8 Talisman Business Centre	Talisman Road	Bicester	Oxfordshire	OX26 6HR			company.secretary@scas.nhs.uk		
The relevant NHS Foundation Trusts	Oxford University Hospitals NHS Foundation Trust	To Whom it May Concern	Chief Executive's Office	Level 3	John Radcliffe Hospital	Headley Way	Headington	Oxford	OX3 9DU			
The relevant NHS Foundation Trusts	Oxford Health NHS Foundation Trust	To Whom it May Concern	Littlemore Mental Health Centre	Sandford Road	Littlemore	Oxford	OX4 4XN			enquiries@oxfordhealth.nhs.uk		
Special Health Authorities	NHS Digital	To Whom it May Concern	7 and 8 Wellington Place	Leeds	West Yorkshire	LS1 4AP				enquiries@nhsdigital.nhs.uk		
Special Health Authorities	Health Education England - Thames Valley and Essex	To Whom it May Concern	Health Education England	Thames Valley	4150 Chancellor Court	John Smith Drive	Oxford Business Park South	Oxford	OX4 2GX	enquiries.tv@hee.nhs.uk		
Special Health Authorities	Health Research Authority	To Whom it May Concern	2 Redman Place	Stratford	London	E20 1JQ				contact@hra.nhs.uk		
Special Health Authorities	National Institute For Health and Clinical Excellence	To Whom it May Concern	2nd Floor	2 Redman Place	London	E20 1JQ				nice@nice.org.uk		
Special Health Authorities	UK Health Security Agency	To Whom it May Concern	10 South Colonnade	Canary Wharf	London	SE1 8UG				enquiries@ukhsa.gov.uk		
Special Health Authorities	Office for Health Improvement & Disparities	To Whom it May Concern	Department of Health and Social Care	39 Victoria Street	London	E14 4PU				dhsc.publicenquiries@dhsc.gov.uk		
Special Health Authorities	NHS Blood and Transplant	To Whom it May Concern	500 North Bristol Park	Filton	Bristol	BS34 7QH				Enquiries@nhsbt.nhs.uk customer.services@nhsbt.nhs.uk		
Special Health Authorities	NHS Business Services Authority	To Whom it May Concern	Stella House	Goldcrest Way	Newburn Riverside	Newcastle upon Tyne	NE15 8NY					
Special Health Authorities	NHS Resolution	To Whom it May Concern	8th Floor	10 South Colonnade	Canary Wharf	London	E14 4PU			nhsr.generalenquiries@nhs.net		
Special Health Authorities	NHS Improvement	To Whom it May Concern	NHS England	PO Box 16738	Redditch	B97 9PT				england.contactus@nhs.net		

NHS Commissioning Board	NHS England	To Whom it May Concern	NHS England	PO Box 16738	Redditch	B97 9PT				england.contactus@nhs.net		
Relevant Electricity Generator with CPO Powers												
Viridor Limited		To Whom it May Concern	Ardley Erf	Middleton Stoney Road	Ardley	OX27 7AA				enquiries@viridor.co.uk		
Relevant Electricity Distributor with CPO Powers												
Last Mile Electricity Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton International Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		Previously known as Energics Electricity, name change in 2019
Scottish and Southern Energy		To Whom it May Concern	Inveralmond House	200 Dunkeld Road	Perth	PH1 3AQ						
Eclipse Power Networks Limited		To Whom it May Concern	Olney Office Park	25 Osier Way	Olney	MK46 5FP				enquiries@eclipsepower.co.uk		May have assets in the vicinity of the project - note that website indicates that coverage is limited to Scotland, North Wales and North England. **It does not appear on the Ofgem list of electricity undertakers**
The Electricity Network Company Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customerservices@gtc-uk.co.uk		May have assets in the vicinity of the project. **A number of SSE companies appear on the Ofgem list of electricity undertakers**
UK Power Distribution Limited		To Whom it May Concern	6500 Daresbury Park	Warrington	Cheshire	WA4 4GE						
Energy Assets Networks Limited		To Whom it May Concern	Arkwright House	2 Arkwright Court	Commercial Road	Darwen	BB3 0FG			info@energyassetsnetworks.co.uk assetenquiries@energyassetsnetworks.co.uk		
Optimal Power Networks Limited		To Whom it May Concern	No.1 Forbury Place	43 Forbury Road	Reading	RG1 3JH				OptimalPowerNetworks@sse.com		Forbury Assets Limited changed its name to Optimal Power on 15 December 2021
Fulcrum Electricity Assets Limited		To Whom it May Concern	2 Europa View	Sheffield Business Park	Sheffield	S9 1XH				enquiries@fulcrum.co.uk		
Harlaxton Energy Networks Limited		To Whom it May Concern	Toll Bar Road	Marston	Grantham	NG32 2HT				info@harlaxtonenergynetworks.com		
Independent Power Networks Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customerservices@gtc-uk.co.uk		
Indigo Power Limited		To Whom it May Concern	200 Brook Drive	Green Park	Reading	RG2 6UB				enquiries@indigonetworks.co.uk		
Last Mile Electricity Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		
Leep Electricity Networks Limited		To Whom it May Concern	Level 2	Metro	33 Trafford Road	Manchester	M5 3NN			hello@leeputilities.co.uk		
MUA Electricity Limited		To Whom it May Concern	Hiview House	Highgate Road	London	NW5 1TN						Name has changed from murphy power distribution limited

Utility Assets Limited		To Whom it May Concern	5 Brayford Square	London	E1 0SG					enquiries@utilityassets.co.uk		
Vattenfall Networks Limited		To Whom it May Concern	5th Floor	70 St Mary Axe	London	EC3A 8BE				UK-networks@vattenfall.com		
ESP Electricity Limited		To Whom it May Concern	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA			hello@espug.com customerservices@espug.com		
National Energy System Operator Limited		To Whom it May Concern	St Catherines Lodge	Bearwood Road	Sindlesham	Wokingham	RG41 5BN			box.customerservice@nationalenergyso.com		Name change from National Grid Electricity System Operator Limited
National Grid Electricity Transmission Plc		To Whom it May Concern	1-3 Strand	London	WC2N 5EH					DCOconsultations@nationalgrid.com nged.innovation@nationalgrid.co.uk		
Eastern Power Networks PLC		To Whom it May Concern	Newington House	237 Southwark Bridge Road	London	SE1 6NP						
Engie Power Limited		To Whom it May Concern	No. 1 Leeds	26 Whitehall Road	Leeds	LS12 1BE				queryhub@engie.com		
Esso Petroleum Company Limited		To Whom it May Concern	Exxonmobil House	Ermyn Way	Leatherhead	Surrey	KT22 8UX					
Southern Electric Power		To Whom it May Concern	No 1 Forbury Place	43 Forbury Road	Reading	RG1 3JH						
RWE Generation UK Plc		To Whom it May Concern	Windmill Hill Business Park	Whitehill Way	Swindon	Wiltshire	SN5 6PB					
Relevant Public Gas Transporter												
Cadent Gas Limited		To Whom it May Concern	Pilot Way	Ansty	Coventry	CV7 9JU						
National Gas Plc		To Whom it May Concern	National Grid House	Warwick Technology Park	Gallows Hill	Warwick	CV34 6DA			DCOconsultations@nationalgrid.com assetprotection@nationalgrid.com		
Energy Assets Pipelines Limited		To Whom it May Concern	Arkwright House	2 Arkwright Court	Commercial Road	Darwen	Lancashire	BB3 0FG		pipelines@energyassets.co.uk		
ES Pipelines Limited		[redacted]	ESP Utilities Group Ltd	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA		customerservices@espug.com marketing@espug.com hello@espug.com		
ESP Pipelines Limited		[redacted]	ESP Utilities Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA		customerservices@espug.com marketing@espug.com		
Fulcrum Pipelines Limited		To Whom it May Concern	2 Europa View	Sheffield Business Park	Sheffield	S9 1XH				enquiries@fulcrum.co.uk		
GTC Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		
Harlaxton Gas Networks Limited		To Whom it May Concern	Toll Bar Road	Marston	Grantham	NG32 2HT				info@harlaxtonenergynetworks.com		

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Independent Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		**The licence appears to relate to specific addresses however some of these are in Oxfordshire and so it appears to be a relevant undertaker**
Indigo Pipelines Limited		To Whom it May Concern	200 Brook Drive	Green Park	Reading	RG2 6UB				enquiries@indigopipelines.co.uk		
Last Mile Gas Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		
Leep Gas Networks Limited		To Whom it May Concern	Level 2 Metro	33 Trafford Road	Manchester	M5 3NN				hello@leeputilities.co.uk		
MUA Gas Limited		To Whom it May Concern	Hiview House	Highgate Road	London	NW5 1TN						
Quadrant Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		
Scotland Gas Networks Plc		To Whom it May Concern	Axis House	5 Lonehead Drive	Newbridge	Edinburgh	Scotland	EH28 8TG		customer@sgn.co.uk		**Scotland Gas Networks and Southern Gas Networks operate under the SGN brand**
Southern Gas Networks Plc		To Whom it May Concern	St Lawrence House	Station Approach	Horley	Surrey	RH6 9HJ			customer@sgn.co.uk		**Scotland Gas Networks and Southern Gas Networks operate under the SGN brand**
Squire Energy Limited		To Whom it May Concern	Sentinel House	10 - 12 Massetts Road	Horley	RH6 7DE				enquiries@squireenergy.co.uk IGTenquiries@squireenergy.co.uk		

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Organisation	Contact Name	Address 1	Address 2	Address 3	Address 4	Address 5	Address 6	Email	Comments
The Equality and Human Rights Commission	To whom it may concern	Correspondence Unit	Third Floor	Windsor House	50 Victoria Street	London	SW1H 0TL	correspondence@equalityhumanrights.com	
Somerton Parish Council	[redacted]	Somerton Village Hall	Heyford Road	Somerton	Bicester	OX25 6LN		parishclerk.somerton@gmail.com	Potential BNG area proposed order limit runs along boundary but does not appear to cross into this PC
North Aston Parish Council	[redacted] (Secretary)	Middle Cottage	St Marys Walk	North Aston	OX25 6AA			secretary@north-aston.co.uk	
Middle Aston Parish Council	Chairman Councillor [redacted]	Holly Cottage	Middle Aston	Bicester	Oxon	OX25 5PZ		matters@middleaston.org.uk	
Steeple Aston Parish Council	Parish Clerk [redacted]	Westfield Farm Cottage	Fenway	Steeple Aston	OX25 4SS			parishclerk.steepleaston@gmail.com	
Fritwell Parish Council	Clerk [redacted]	31-33 East Street	Fritwell	Bicester	Oxon	OX27 7PX		clerkfritwellparishcouncil@gmail.com	
Lower Heyford and Caulcott Parish Council	Parish Clerk [redacted]	Westfield Farm Cottage	Fenway	Steeple Aston	OX25 4SS			parishclerk.lowerheyford@gmail.com	
Duns Tew Parsih Council	[redacted] - Parish Clerk	5 Glebe Court	Duns Tew	OX25 6JY					
Kirtlington Parish Council	[redacted] - Parish Clerk	West House	South Green	Kirtlington	OC5 3HJ				
Mid-Cherwell Neighbourhood Planning Forum	To whom it may concern	52 Camp Road	Upper Heyford	Oxfordshire	OX25 5HD				
GTT Communications (formerly Interoute, KPN and Vtesse)	To whom it may concern	24th Floor	125 Old Broad Street	London	EC2N 1AR				May have assets in the vicinity of the project
Mobile Broadband Network Limited	[redacted] Business Planning & Property Director	Sixth Floor	Thames Tower	Station Road	Reading	RG1 1LX		info@mbnl.co.uk	May have assets in the vicinity of the project

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BT	[redacted] Finance and Operations Manager	BT Group plc	1 Braham Street	London	E1 8EE			[redacted]@bt.com	May have assets in the vicinity of the project. [redacted] email is give on the Law Socierty page for BT's inhouse legal team
Lumen Technologies Limited (formerly CenturyLink Communications UK ltd)	To whom it may concern	260-266 Goswell Road	London	England	EC1V 7EB				May have assets in the vicinity of the project
SOTA	To whom it may concern	Sota Solutions Ltd	300 Cornforth Drive	Kent Science Park	Sittingbourne	ME9 8PX		solutions@sota.co.uk	May have assets in the vicinity of the project
Virgin Media	In house legal team	Griffin House	161 Hammersmith Road	London	W6 8SG				May have assets in the vicinity of the project. Address of legal team taken from the law society website
Anglian Water	Planning liason team	Anglian Water	PO Box 4994	Lancing	BN11 9AL			planningliaison@anglianwater.co.uk	May have assets in the vicinity of the project
Verizon Business	[redacted], legal council	Reading International Business Park	Basingstoke Road	Reading				[redacted]@uk.verizonbusiness.com	May have assets in the vicinity of the project. [redacted] is the most senior (based on PQE) legal counsel shown at the UK office. The email address for him and Verizon's find a solicitor entry is for [redacted]
Vodaphone	[redacted] General Counsel & Company Secretary	Vodafone House	The Connection	Newbury	Berkshire	RG14 2FN			May have assets in the vicinity of the project
CityFibre Holdings Limited	[redacted], Director of Group Operations and Programme Management Office	15 Bedford Street	London	WC2E 9HE					May have assets in the vicinity of the project
Colt Technology Services	To whom it may concern	Colt House	20 Great Eastern Street	London	EC2A 3EH				May have assets in the vicinity of the project
Office of Road and Rail	To whom it may concern	25 Cabot Square	London	E14 4QZ				contact.cct@orr.gov.uk	Included in PINS guidance
Thames Valley Local Resilience Forum	To whom it may concern	Thames Valley Police Headquarters South Kidlington OX5 2NX	Headquarters South	Kidlington	OX5 2NX			tvlrf@thamesvalley.pnn.police.uk	Included in PINS guidance
Cherwell District Council - Environmental Protection	[redacted]	Bodicote House	Bodicote	Banbury	OX15 4AA			[redacted]@cherwell-dc.gov.uk	Client request

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National Trust	To whom it may concern	National Trust Chilterns Hub	Prospect House	Crendon Street	High Wycombe	Bucks	HP13 6LA	lse.customerenquiries@nationaltrust.org.uk	
RSPB	To whom it may concern	England HQ	1st Floor	One Cornwall Street	Birmingham	B3 2JN		membership@rspb.org.uk	Oxfordshire is included within the Midlands Hub and so I've included the regional office address
Campaign to Protect Rural England - Oxfordshire	[redacted] Administrator	First Floor	20 High Street	Watlington	Oxfordshire	OX49 5PY		administrator@cpreoxon.org.uk	
Country Land and Business Association	CLA South East Regional Director: [redacted]	CLA South East	Fosse House, East Anton Court	Icknield Way	Andover	Hants	SP10 5RG	southeast@cla.org.uk.	Oxfordshire is within the South East regional hub and so I have included these contact details
National Farmers Union	[redacted]	NFU HQ	Agriculture House	Stoneleigh Park	Stoneleigh	Warwickshire	CV8 2TZ		[redacted] are the relevant regional contacts but only national contact information is provided
Wildlife Trust	To whom it may concern	The Wildlife Trusts	The Kiln	Mather Road	Newark	United Kingdom	NG24 1WT		It may be that we only wish to contact the regional Wildlife Trust below
Berks, Bucks and Oxfordshire Wildlife Trust	To whom it may concern	BBOWT	The Lodge	1 Armstrong Road	Littlemore	Oxford	OX4 4XT	partnerships@bbowt.org.uk	
Oxford Biodiversity Network	[redacted]	Environmental Change Institute	Oxford University Centre for the Environment	South Parks Road	Oxford	OX1 3QY		biodiversity@ouce.ox.ac.uk	Part of the University of Oxford Networks for the Environment (ONE)
The Gardens Trust	To whom it may concern	70 CowCross Street	London	EC1M 6EJ				enquiries@thegardenstrust.org	It may be that we only wish to contact the regional Gardens Trust below
Oxfordshire Gardens Trust	Secretary, [redacted]	30 West Street	Chipping Norton	OX7 5ER				secretary@ogt.org.uk	
Inland Waterways Association - Oxfordshire Branch	To whom it may concern	Island House	Moor Road	Chesham	HP5 1WA			oxfordshire@waterways.org.uk	Only an email address is provided for the regional branch - the address is for the national office
The Woodland Trust	To whom it may concern	Kempton Way	Grantham	Lincolnshire	NG31 6LL			enquiries@woodlandtrust.org.uk	
Oxfordshire Gypsy and Traveller Service	To whom it may concern	1st floor	Bicester Fire Station	Queens Avenue	Bicester	Oxfordshire	OX26 2NR	travellers@oxfordshire.gov.uk	
Sustrans - south	To whom it may concern	2 Cathedral Square	College Green	Bristol	BS1 5DD			south@sustrans.org.uk	East of England details: 18 Cowgate, Peterborough PE1 1NA eastofengland@sustrans.org.uk
British Horse Society	[redacted], South Regional Manager	The British Horse Society	Abbey Park	Stareton	Kenilworth	Warwickshire	CV8 2XZ	[redacted]@bhs.org.uk	The email address and contact is for the south east but the contact address is for the national office

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Water Resources East	To whom it may concern	WRE	The Enterprise Centre	University of East Anglia	University Dr	Norwich	NR4 7TJ		
Cycling UK Oxfordshire	[redacted]							[redacted]	
Oxfordshire Area Ramblers	[redacted] - chair	1 Clink Street						, 3rd Floor, London, SE1 9DG	The website only allows an email to be generated using a form - the address is for the national office but [redacted] is the regional chair
Oxfordshire Parent Carers Forum	To whom it may concern							info@oxpcf.org.uk	
Wild Oxfordshire	[redacted]	Manor House	Little Wittenham	Oxfordshire	OX14 4RA			chair@wildoxfordshire.org.uk	
Oxfordshire Architectural and Historical Society	[redacted]	98 Wellington Street	98 Wellington Street	Thame	OX9 3BW			secretary@oahs.org.uk	
Oxford Civic Society	To whom it may concern	Oxford Civic Society	67 Cunliffe Close	Oxford	OX2 7BJ			info@oxcivicsoc.org.uk	
DEFRA	To whom it may concern	Seacole Building	2 Marsham Street	London	SW1P 4DF	United Kingdom			
Oxfordshire WI	To whom it may concern	5 Court Farm Barns	Medcroft Road	Tackley	Kidlington	OX5 3AL		ofwi@oxfordshirewi.co.uk	
Experience Oxfordshire	To whom it may concern	Langford Locks	Kidlington	Oxfordshire	OX5 1HZ			info@experienceoxfordshire.org	
Oxfordshire Community & Voluntary Action	Administrator [redacted]	OCVA	The Old Courthouse	Floyd's Row	Oxford	OX1 1SS		admin@ocva.org.uk	
Oxford airport	To whom it may concern	Langford Lane	Kidlington	Oxfordshire	OX5 1RA			ops@londonoxfordairport.com	Google maps shows Oxford airport (10 miles) as being nearby
Cherwell District Council	[redacted], Ecology Office	Bodicote House	White Post Road	Bodicote	Banbury	OX15 4AA		[redacted]@CherwellandSouthNorthants.gov.uk	
The Oxfordshire Local Nature Partnership	[redacted], Chairman	Manor House	Little Wittenham	Abingdon	Oxfordshire	OX14 4RA		chair@wildoxfordshire.org.uk	
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	[redacted] Senior Biodiversity & Planning Officer	Hasker House	Woolley Firs	Cherry Garden Lane	Maidenhead	SL6 3LJ l		[redacted]@bbowt.org.uk	Berkshire based
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	[redacted] Senior Biodiversity & Planning Officer	The Lodge	1 Armstrong Road	Littlemore	Oxford	OX4 4XT			Maternity cover
Wychwood Flora Group	[redacted] Correspondance							wychwoodfloragroup@gmail.com	Have had involvement with the onsite Ardley Road Verge Nature Reserve District Wildlife Site (DWS)

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Natural England	[redacted], Team Leader - Bucks and Oxon							[redacted]@naturalengland.org.uk	
Natural England	[redacted] Planning and UAS	Area 3A	Nobel House	17 Smith Square	London	SW1P 3JR		[redacted]@naturalengland.org.uk	
Historic England	[redacted], Inspector of Historic Buildings and Areas	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA		[redacted]@HistoricEngland.org.uk	
Oxfordshire County Council	[redacted], Lead Archaeologist	Archaeology	County Hall	New Road	Oxford	OX1 1ND		[redacted]@oxfordshire.gov.uk	
Cherwell District Council	[redacted], Conservation Officer	Bodicote House	Bodicote	Banbury	OX15 4AA			-	[redacted] has left - [redacted] our new contact
Network Rail Infrastructure Ltd	[redacted] [redacted] Sponsor (Chilterns) | Central Route	Second Floor	Baskerville House	Broad St	Birmingham	B1 2ND		[redacted]@networkrail.co.uk	
GB Railfreight Ltd	[redacted], Head of Strategic Access Planning	3rd Floor	55 Old Broad Street	London	EC2M 1RX			[redacted]@gbrailfreight.com	
Great British Railways Transition Team	[redacted], Freight Business Development	1 Puddle Dock	London	EC4V 3DS				[redacted]@gbrtt.co.uk	
Rail Freight Group	[redacted] [redacted] Director	7 Bury Place	London	WC1A 2LA				[redacted]@rfg.org.uk	
Chiltern Railways	[redacted], Head of Train Planning	3rd Floor Sunley House	Oxford Road	Aylesbury	Buckinghamshire	HP19 8EZ		[redacted]@chilternrailways.co.uk	
Chiltern Railways	[redacted] [redacted], Head of Corporate Affairs	3rd Floor Sunley House	Oxford Road	Aylesbury	Buckinghamshire	HP19 8EZ		[redacted]@chilternrailways.co.uk	
Great Western Railway	[redacted] Head of Public Affairs	Paddington Station	Praed Street	London	W1 1HQ			[redacted]@gwr.com	
CrossCountry Trains	[redacted] Stakeholder Liaison Manager	Cannon House	18 The Priory Queensway	Birmingham	B4 6BS			[redacted]@crosscountrytrains.co.uk	

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Transport for London	[redacted], Corporate Affairs Lead	4th Floor	14 Pier Walk	London	SE10 0ES			[redacted]@tfl.gov.uk	
Department for Environment Food & Rural Affairs	To whom it may concern	Nobel House, 17 Smith Square,	Westminster,	London	SW1P 3JR				Included in s42+ list above - different address used. Supplied by ground solutuions consultants
Environment Agency	To whom it may concern	Lady Bay Bridge,	West Bridgford,	Nottingham	NG2 5FA				Included in s42 list above - different address used. Supplied by ground solutuions consultants
Historic England	To whom it may concern	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA			Included in s42 list above Supplied by ground solutuions consultants
Bicester Town Council	To whom it may concern	The Garth Lodge,	Launton Rd	Bicester	OX26 6PS				Included in s42 list above . Supplied by ground solutuions consultants
Cherwell District Council	To whom it may concern	Bodicote House	White Post Rd, Bodicote	Banbury	OX15 4AA				Included in s43 list - Supplied by ground solutuions consultants
Forestry Commission	To whom it may concern	14 Ravenstone Rd,	Ibstock	LE67 6NW					Included in s42 list - different address used. Supplied by ground solutuions consultants
Oxfordshire County Council	To whom it may concern	County Hall,	New Road,	Oxford,	OX1 1ND				Included in s43 list - Supplied by ground solutuions consultants
Oxfordshire County Council	[redacted], Principal Transport Planner, Transport Development Control: Cherwell, West Oxfordshire and Oxford City	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@oxfordshire.gov.uk	Working from home - part of the Transport Working Group (TWG), OCC Project Lead for DCO
Oxfordshire County Council	[redacted] Place Planning Manager	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@oxfordshire.gov.uk	Working from home - part of the TWG, Infrastructure Planning Lead
Oxfordshire County Council	[redacted] Principal Officer – Public Rights of Way Access Strategy & Development	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Working from home - OCC PRoW officer, part of the TWG subgroup.
Oxfordshire County Council	[redacted], Strategic Planner	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG
Oxfordshire County Council	[redacted], Lead officer covering NSIPs	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG

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Oxfordshire County Council	[redacted]	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG
Oxfordshire County Council	[redacted], Corporate Director for Environment and Place	County Hall,	New Road,	Oxford,	OX1 1ND				As per OCC responses to SoCC
Oxfordshire County Council								planning.consultations@oxfordshire.gov.uk	We must also email this address as we have agreed to do so in response to OCC comments on the draft SoCC
National Highways	[redacted], Spatial Planning Manager, Operations (East)	National Highways	Woodlands	Manton Lane	Bedford	MK417LW		[redacted]@nationalhighways.co.uk	Replacement for [redacted] at NH East (who we consulated at Stage 1).
Jeremy Bloom Consulting Ltd	[redacted]	?						consulting@jeremybloom.co.uk	Independent consultant supporting National Highways
National Highways	[redacted] Spatial Planner Operations (Midlands)	National Highways	The Cube	199 Wharfside Street	Birmingham	B11RN		[redacted]@nationalhighways.co.uk	NH Area 7 (i.e. includng Northamptonshire). We agreed early on with the TWG that NH East (now [redacted]) would co-ordinate NH's responses, but [redacted] has been copied into all TWG meeting notes
National Highways	[redacted] Area 3 Spatal Planner	National Highways	Bridge House	1 Walnut Tree Close	Guildford, Surrey	GU14LZ		[redacted]@nationalhighways.co.uk	NH Area 3 (i.e. South East). We agreed early on with the TWG that NH East (now [redacted]) would co-ordinate NH's responses, but [redacted] has been copied into all TWG meeting notes
West Northampton Council	[redacted], Assistant Director for Highways and Transport Place and Economy Directorate	West Northamptonshire Council	One Angel Street	Northampton	NN1 1ED			[redacted]@westnorthants.gov.uk	Copied into TWG meeting notes.
The British Horse Riding Society	[redacted], South East Access Officer	The British Horse Society	Abbey Park	Stareton	Kenilworth	Warwickshire	CV8 2XZ	[redacted]@bhs.org.uk	Consultant did not supply address and so have used national address - Contact previously provided by OCC PRoW officer, we have not contacted her yet.
The Ramblers Association	To whom it may concern	not known							Oxford Area Ramblers included in s42+ list above
The Local Chamber Advisory Group for Oxfordshire	To whom it may concern	Thames Valley Chamber of Commerce Group	150 Edinburgh Avenue	Slough	Berks	SL1 4SS			

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OxLEP The Oxfordshire Local Enterprise Partnership (OxLEP) Ltd	[redacted], Company Secretary	HQ Building	Thomson Avenue	Harwell Campus	OX11 0GD			info@oxfordshirelep.com	
The Responsible Oxfordshire Business Involvement Network (ROBIN)	[redacted]	Ground Floor	39 Guildford Road	Lightwater	GU18 5SA			[redacted]@collaborent.co.uk	
Bicester Vision	[redacted] Partnership Manager	The Garth	Launton Road	Bicester	OX26 6PS			info@bicestervision.co.uk	
Oxfordshire Community Action Groups	[redacted], Director	Makespace	1 Aristotle Lane	Oxford	OX2 6TP			info@cagoxfordshire.org.uk	
Cherwell Community and Voluntary Service	To whom it may concern	Horsefair Surgery	South Bar House	South Bar	Banbury	Oxfordshire	OX16 9AD		
Community First Oxfordshire	[redacted] Company Secretary	South Stables	Worton Park	Witney	Oxfordshire	OX29 4SU		info@communityfirstoxon.org	
Oxford Conservation Volunteers	[redacted]							secretary@ocv.org.uk	No address available

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OxSRFI Stage 2 consultation log of comments from residents							
No	**Date**	**Name (first & last)**	**Type of consultee (resident/ business/press/ community group)**	**Topic (comment on the scheme/ kept informed/ advertising/ press / other)**	**Summary of comment**	**Applicant comment in response**	**Changes to the scheme post Stage 2 consultation which relate to the comment**
C1	01/09/2025	[redacted]	Resident	Kept informed - 1	Request to be kept up to date as they own a property on Ardley Road, Middleton Stoney.	Response provided 10/09/2025 setting out details relating to when the statutory consultation begins, when and where exhibition events are, when the webinars are, and also the project website.	
C2	29/08/2025 AND 10/09/2025		Business	Kept informed - 2	Request to be informed about the OxSRFI and particularly detail for the online webinars.	Response provided 10/09/2025 setting out details relating to when the statutory consultation begins, when and where exhibition events are, when the webinars are, and also the project website.	
C3	22/08/2025 AND 05/09/2025 AND 11/09/2025		Business	Pre-consultation enquiry - 1	Pre-application comment about the scheme, and request for further information due to property interest in the area.	Response provided 10/09/2025 setting out details relating to when the statutory consultation begins, when and where exhibition events are, when the webinars are, and also the project website.	
C4	17/09/2025		Resident	Comment on the scheme - 1	Queries in relation to: 1. Operation hours (24/7?) and impacts from noise. 2. Management of light pollution at night. 3. Plans for additional bunding/screening to the left/west of the B430 Ardley Bypass to reduce noise. 4. Desifgn of M40 J9. Positive comment about the reduction in lorry traffic along the B430 and respondant notes they *'support the plan - as long as the key environmental and noise/disturbance issues are addressed.'*	Response provided 30/09/2025 setting out how the consultation material can be viewed. Respondant also invited to ask further questions after viewing the consultation material.	
C5	18/09/2025		Business	Pre-consultation enquiry - 2	Request for a copy of the application material.	Response provided 30/09/2025 setting out how the consultation material can be viewed. An offer to post a USB was also made if requested.	
C6	18/09/2025		Business	Pre-consultation enquiry - 3	Queries raised in relation to: - Whether nuclear nuclear bombs will be used on the site. - Whether the following will be stored on site: weapons, explosives, toxic chemicals or materials/devices which could pose a risk to the public.	Response provided 30/09/2025 setting out how the consultation material can be viewed. The Applicant also explaind that the proposals do not include any plans to store these materials, and should a future occupier intend to store such materials, specific and explicit permissions or consents would be required. The site is intended to focus on intermodal (containerised) freight.	
C7	20/09/2025		Resident	Pre-consultation enquiry - 4	Query in relation to where is Empire Road.	Response provided 30/09/2025 setting out how the consultation material can be viewed, with an explanation provided as to where Empire Road is.	

C8	21/09/2025	[redacted]	Resident	Comment on the scheme - 2	Concerns raised in relation to the following: - Loss of land for food production. - Increased amount of traffic on local roads and M40 J9, which are already congestion and with further development proposed in the area (i.e., Heyford Park).	Response provided 30/09/2025 setting out how the consultation material can be viewed. An explanation was also provided in relation to any comments about other planning applications or developments in the area which should be directed to the local planning authority. In terms of issues raised, the Applicant has the following response: - the highways modelling demonstrates that the proposed package of highways works – including M40J 9 improvements – are successful in attracting traffic back to the strategic road network and off of the local routes, thereby minimising impacts on local roads. - the loss of agricultural land proposed as part of the development is acknowledged, however it should be noted that less than 35% of land on site grade 3a with over 65% grade 3b or other land.	
CONSULTATION BEGAN							
C9	23/09/2025	[redacted]	Resident	Other Enquiry - 1	Employment enquiry from local resident	Response provided 30/09/2025 confirming no vacancies at present.	
C10	23/09/2025	[redacted]	Resident	Comments on the scheme - 3	Concerns raised in relation to impacts from the development on the M40 J10 and Baynards Green (A43/B4100) junctions considering their existing capacities.	The highways outputs demonstrate that the proposals will deliver a betterment to the performance of M40 J10 over a situation expected without the OxSRFI scheme. *Baynards Green?*	
C13	26/09/2025 & 30/09/2025 & 05/10/2025	[redacted]	Resident	Comments on the scheme - 4	Concerns raised in relation to: - noise from the rail terminal. - amenity impacts covering air and nighttime pollution. - landscape and visual impacts. - traffic impacts on local roads, particularly considering the other proposed developments in the area (i.e., Heyford Park and Puy du Fou)	In terms of issues raised, the Applicant has the following response: - the noise assessment demonstrates that with mitigation in place, which includes earthworks bunds around the site and an acoustic fence north of the rail terminal, no significant effects are likely on any nearby receptors, albeit a small number of residual adverse impacts may remain during the operation of the scheme. - the air quality assessment demonstrates that with mitigation in place, particularly through the extensive 'active travel' and other sustainable transport measures proposed, there are no significant effects during the operation of the scheme. - landscape and visual impacts will be mitigated through the extensive strategic landscaping scheme which includes earthworks bunds and planting. Once in place, the landscaping scheme will limit views to only relatively limited and filtered views of the OxSRFI development. The Applicant does however accept that there will inevitably be landscape and visual effects from the proposed development. - the highways modelling demonstrates that the proposed package of highways works are successful in attracting traffic back to the strategic road network and off of the local routes, thereby minimising impacts on local roads.	
C14	01/10/2025	[redacted]	Local Business	Other Enquiry - 6	Request by the North Oxfordshire Field Target Club (NOFTC), which is an air rifle and air pistol target shooting club more than 20 years old with about 100 members, to continue to use Adam's Wood for shooting oractice by members of the club - Adam's Wood falls within the OxSRFI Application Site boundary.	The Applicant has spoken to the NOFTC and has agreed for the club to continue using Adam's Wood for shooting practice.	Yes - space for the rifle club is being retained

C15	03/10/2025	[redacted]	Resident	Comments on the scheme - 5	Supportive of rail freight but concerns raised in relation to highways impacts on local roads, particularly from road freight and on the A34.	The highways modelling demonstrates that the proposed package of highways works are successful in attracting traffic back to the strategic road network and off of the local routes, thereby minimising impacts on local roads. Improvements at M40 J9, which include a third left-turn lane between the A34 and the M40 northbound, will remove the delay on the A34 during the evening peak hour.	
C16	04/10/2025	[redacted]	Resident	Comments on the scheme - 6	After looking through your consultation document I can only conclude that the people who have designed these plans have never done anything like this before. It is a complete shambles. It is turning a large swaithe of countryside into a carbuncle. It will look hideous. Also the road failures that you are saying are improvements are again poorly thought through and are not improvements at all *[repsonses to the community leaflet]*. 01. where are you going to make improvements when there is little space there. 02. There has already been disruption with "improvements" being done for over a year, surely it has been improved enough! 03. A new by-pass that will go through more green land, habitats of wildlife destroyed, and leisure areas for the people in the area again wrecked for 1 road. 04.Why are you closing an access point? There are not enough road choices into Heyford as it is. if you are turning it into a bridleway does that mean you are going to give us all horses as i don't see many people with horses around here to make full use of a bridleway. 05. Surely a by-pass will just separate the flow of traffic into two unless there will be no access along the existing road which will mean difficulties for people getting into Ardley. 06, Another half thought again. Not everyone has a bike, horse or is able to walk. Also how will deliveries get into the village? 07.Is someone on a backhander for bridges? This by-pass will definitely cause more traffic congestion. 08. more destruction, if this is the main site onto and off the Carbuncle and will have thousands of trucks going around it, what's going to happen to the quality of air that the residents, cyclists , horse riders and pedestrians are going to be breathing in. Also when there is an incident on the M40, A34 or A43 what will happen then?? 08. If this was to be the main entrance then why is the roundabout not connected directly to the motorway via a new junction. The roads around here are already full of potholes that the council can't afford to fix. 09. This is one of the main routes for people to access the M40 and A43. Closing this road would mean that people would have to drive through Middleton Stoney which would increase travel times and cost and would mean that Middleton Stoney would be a major traffic blackspot. Trucks and lorries and car transporters already have issues getting around the bends there. Also it will be a nightmare when the accidents occur on the surrounding roads (M4. A34,A43). 10. Ridiculous !!! 11.see above. 12. This is just a statement ?? 13. This would have to be made into a dual carriageway to cope with the extra traffic. Also as you would want to shut the other access point (10) you are reducing the roads for the ambulance and fire services to attend any incidents. 14. Closing one junction so you can build another on the same road but is in a worse position for people to come and go on a daily basis is another waste of time and money and just a disruption we can all do without, a bit like HS2 i suppose. 15. The fact you have called this a "relief road" implies that you know that you are making it a traffic nightmare around here. I doubt there will be little relief for the people who live here. 16. Another new roundabout, another obstacle in the way to getting about and not actually needed? or should the roundabout and relief road be in place already without any need for a freight terminat/storage unit/ Carbuncle.	The comments and concerns are noted. The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects associated with its traffic. These measures include significant improvements to the capacity and performance of M40 Junction 10, and significant investment in new and improved local cycling and walking connectivity. These measures are proposed by the Applicant further to the transport modelling and assessment work which has been informed discussions with the TWG.	

					17. There is no point improving a small bit of road to aid non vehicle users if you don't improve all the roads so they can get there safely, no point in them getting killed or injured going to a nice safe bit. 18. There is one bus every hour. What improvements would help with that? I have used the numbers off the leaflet you sent as the guide points and put some answers to each of them. I can only say that I completely disagree with the idea of having massive storage units which could contain anything alongside a new and upcoming town. If they were going to put the storage units underground so that the countryside was still available and any trucks coming or going joined onto the motorway again underground then that would be a bit better.The amount of heavy traffic will increase and the potholes in the roads will get bigger. The air quality will decrease and the amount of wildlife in the area especially bees and other insects will decrease which is all bad news for people and the environment. Also there are some farms in the area which will find less pollinators helping them to grow the food we need. There are deer in the field you are planning on destroying, not to mention the Kites and Buzzards and Foxes all of which are better than industrial units.If you were going to build anything on that land a small farm, a Doctors surgery or NHS dentist would all be more credible and could be incorporated into the landscape in a friendlier way. I have other things to say but as this is just a starting point for you to ignore everyone and do what you want cos you have the dosh then this will do for now.		

C17	07/10/2025	[redacted]	Business	Comments on the scheme - 7	**07/10/2025** CPRE Oxfordshire are starting to assess this consultation. There is a significant amount of documentation and clearly, our main focus is the impact on the countryside and environment. We hope the seminar will be giving an overview of the project and we raise a few initial queries. Will there be a condition that all new buildings (particularly the significant additional warehousing) MUST have roof mounted solar ? We strongly support rooftop solar as opposed to land mounted solar on open countryside. How much of the freight proposed for this site is NEW to rail, moving from road as opposed to diverted from other rail freight? E.g. Southampton Are the figures quoted in relation to new hedgerow and new trees gross or net? We seek confirmation of the NET impact on trees and hedgerows, after removal and replanting. Please advise where this information is available in the documentation. We have significant concerns over the bird survey results, which highlights the " total loss of existing arable and grassland habitats and extensive loss of hedgerows, scrub and small woodland." Whilst we appreciate there will be replanting to alleviate these losses the report accepts this will take time to establish. Can clarity / reassurances be given on the ongoing maintenance and care of developing hedgerow . Please note – the email given on the Eventbrite invitation for the webinars is incorrect and shows " consultations" not consultation as per your website. **07/10/2025** Will there be / is there an assessment of cumulative impacts in and around the site as there is significant other development proposed in this area. E.g. theme park planning application	The Applicant repsponse on 07/10/25 to confirm registration for the webinar zoom event on the 7th October and also confirmed Eventbrite is not being used for either of the webinars. A response to the queries raisedwas provided during the webinar - as a summary: - The proposals do include roof-mounted PV on buildings as part of the Energy Strategy (and Carbon Management Plan), with the potential for buildings to accommodate more PV subject to energy requirements and with the coverage of each unit confirmed at the detailed stage of design. - The freight would be new to rail. - The new hedgerow figures and woodland quoted are gross with furhter details of net and gross figures found in ES Chapter 6 (Ecology). - Ongoing maintenance and management of habitats will be through the Habitat Management and Montoring Plan (HMMP) (ES Appendix 6.11) - also a DCO requirement - which secures measures required to deliver the biodiversity net gain set out as part of the OxSRFI scheme. - Yes a cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)).	
C18	11/10/2025	[redacted]	Resident	Comments on the scheme - 8	Having reviewed the above plans at a recent exhibition I can see no upside in the proposals for the current residents of Ardley with Fewcott. It appears we will have to endure 2 years of uncertainty followed by 7 + years of major disruption, which will have a significant impact of quality of life, access to local amenities, mental well being alongside a major hit to properties prices and/or ability to sell property. Even when completed access to both Bicester and Upper Heyford will be considerably less convenient and access to the M40 more difficult due to rerouting and the inevitable increase in traffic movements. All in all the plan appears ill conceived, opportunistic and deleterious to local communities with no provisions to counterbalance this. I would expect wide ranging and comprehensive local objections to this scheme to which I shall be adding my voice.	Impacts during the construction phase will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Also, some of the significant highways improvements works, such as the Ardley Bypass, will be delivered in the first phase of highways works to help minimise amenity impacts on the residents of Ardley with Fewcott village. As part of the OxSRFI scheme itself, significant earthworks and bunds which will help to screen views and minimise noise levels to the north. Access to Upper Heyford can be gained from the new Heyford Park Link Road once completed.	

C19	12/10/2025	[redacted]	Resident	Other Enquiry - 7	Good morning, I am writing to you today in my capacity as a MSc Student in Spatial Planning at Oxford Brookes University. I am currently exploring the topic of Nationally Significant Infrastructure Projects, and in particular the economic case for large-scale infrastructure developments. The OXSFRI seems to me a prime example of such a development - and as such, I would be most appreciative of directions to any information regarding the economic case for the OXSFRI. Already I have found much thanks to your website, and am eager to learn of any further to that highlighted therein.	The Applicant team responded: Thank you for your email. In the first instance I would advise referring to the draft ES Socio-Economic Chapter (no. 12) which explains the socio-economic benefits the scheme is anticipated to deliver during both the construction and operational phases. A 'Market Report' is also being prepared and will be included as part of the application submission in due course. I trust this is helpful but if you have further queries, please continue to use the consultation email address: consultation@oxsrfi.co.uk	
C20	13/10/2025	[redacted]	Resident	Comments on the scheme - 9	Can you detail how many freight trains currently use the railway that passes through Bicester North? Can you outline what agreement is in place to facilitate more freight trains on this line? The railway line through Bicester North heads directly to London Marylebone…where else on the line is there going to be a significant freight terminal? Can you also list any significant companies that have shown an intrest in moving into one of your proposed sheds, and any specifically that use rail freight today? Finally, seeing as the M40 A34 junction is already overcapacity (judged by regular significant delays) how will additional HGV traffic - to and from your proposed terminal be managed?	A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI - Southampton is one viable port option, but OxSRFI is not dependent on it. Flows may originate from London Gateway, Felixstowe or Liverpool depending on customer requirements. Routing via Reading and London is significantly less problematic than suggested. Banbury reversals are unnecessary and would be avoided. The Great Western Main Line offers suitable freight windows and is used extensively for similar flows today. Given the stage of the OxSRFI scheme, no potential occupiers are being named but the Market Analysis Report (Document 7.1) highlights a logistics need around M40 J10 and along the M40 corridor. In terms of traffic, significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.	

C21	16/10/2025	[redacted]	Resident	Comments on the scheme - 10	Dear Sir. I have attended the recent exhibition and based on the current plans presented I object to the proposals on the following basis: Infrastructure proposals are inadequate.The infrastructure proposals are inadequate for the villages based to the west of Ardley and North West of the facility I.e. Somerton amongst others. There needs to be a relief road to take traffic away from Somerton which is a recognised rat run to and from the A4260 - Traffic volumes already are 1000 vehicles a day -6500 jobs will add considerably to this volume as public transport is inadequate and a car is the majority choice of working people-Somerton is not mentioned in any of the highways improvement plans-Somerton is a village largely without footpaths and already traffic prohibits younger families and older people walking in the village -The uncategorised roads which are Water Street, Somerton Road, Ardley Road, Fritwell Road, Souldern Road which all ultimately lead to A4260 need a bypass.-These are generally poorly maintained roads and single track in places-Somerton has no facilities to support its population and they rely upon the minor roads to be able to travel to railway stations, town centres, food shops and other essential facilities. A linked bypass is required. There needs to be a deterrent for 'through traffic' vehicles on the minor roads. Separate HGV restrictions should be enforced on these unclassified roads Application needs to be considered with other large scale planning applications The development needs to be considered in relation to the other major concurrent planning applications at Heyford New Town, Warehousing proposals at J10 M40, Puy Du Fou. Flooding Risks: The Cherwell Valley is prone to flooding, with areas such as Somerton and Rousham bridge frequently affected. The increased traffic would present significant safety issues. Preservation of Rural Identity: Both the Cherwell Local Plan and the Mid-Cherwell Neighbourhood Plan emphasise the importance of protecting the visual and cultural heritage of the Cherwell Valley, including historic churches. Somerton itself is largely within a recognised conservation area. Conclusion In conclusion without further infrastructure improvements and recognition of the factors raised in the letter, then the current plans should be rejected.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. These measures do not require a bypass for Somerton village. The Proposed Development design will take account of the need to balance flood risk by allowing fluvial flows to move through the Main Site in such a way that conveyance is not significantly impeded either now or in the future as the result of climate change. Hydraulic modelling of the Proposed Development has been undertaken to determine the extent and depth of flooding at the Main Site, Middleton Stoney Relief Road, and J10 Highway Improvements during a 100 year plus climate change event. This will also ensure flood risk is not increased to existing landowners and human health downstream. The cumulative effects assessments across the ES include a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)).	

C22	16/10/2025	[redacted]	Resident	Comments on the scheme - 11	I have attended the recent exhibition and based on the current plans presented I object to the proposals on the following basis: Infrastructure proposals are inadequate.The infrastructure proposals are inadequate for the villages based to the west of Ardley and North West of the facility I.e. Somerton amongst others. There needs to be a relief road to take traffic away from Somerton which is a recognised rat run to and from the A4260 - Traffic volumes already are 1000 vehicles a day -6500 jobs will add considerably to this volume as public transport is inadequate and a car is the majority choice of working people-Somerton is not mentioned in any of the highways improvement plans-Somerton is a village largely without footpaths and already traffic prohibits younger families and older people walking in the village -The uncategorised roads which are Water Street, Somerton Road, Ardley Road, Fritwell Road, Souldern Road which all ultimately lead to A4260 need a bypass.-These are generally poorly maintained roads and single track in places-Somerton has no facilities to support its population and they rely upon the minor roads to be able to travel to railway stations, town centres, food shops and other essential facilities. A linked bypass is required. There needs to be a deterrent for 'through traffic' vehicles on the minor roads. Separate HGV restrictions should be enforced on these unclassified roads Application needs to be considered with other large scale planning applications The development needs to be considered in relation to the other major concurrent planning applications at Heyford New Town, Warehousing proposals at J10 M40, Puy Du Fou. Flooding Risks: The Cherwell Valley is prone to flooding, with areas such as Somerton and Rousham bridge frequently affected. The increased traffic would present significant safety issues. Preservation of Rural Identity: Both the Cherwell Local Plan and the Mid-Cherwell Neighbourhood Plan emphasise the importance of protecting the visual and cultural heritage of the Cherwell Valley, including historic churches. Somerton itself is largely within a recognised conservation area. Conclusion In conclusion without further infrastructure improvements and recognition of the factors raised in the letter, then the current plans should be rejected.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. These measures do not require a bypass for Somerton village. The Proposed Development design will take account of the need to balance flood risk by allowing fluvial flows to move through the Main Site in such a way that conveyance is not significantly impeded either now or in the future as the result of climate change. Hydraulic modelling of the Proposed Development has been undertaken to determine the extent and depth of flooding at the Main Site, Middleton Stoney Relief Road, and J10 Highway Improvements during a 100 year plus climate change event. This will also ensure flood risk is not increased to existing landowners and human health downstream. The cumulative effects assessments across the ES include a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)).	

C23	17/10/2025	[redacted]	Resident	Comments on the scheme- 12	I write in response to your invitation to comment on the proposed rail freight interchange on land adjacent to Ardley. Rather than an objection, this is a plea to widen your scope of consideration on the impact this development will have on the surrounding areas and to make plans to mitigate the consequences should the proposed interchange go ahead. One sees the need for continued upgrading of facilities in a modern world, but sadly, that comes at the cost of changing our environment and losing parts of our landscape to industrialisation. I cannot claim to understand the impact such a development will have on our environment and will leave those arguments to people who are far better versed in such matters. Similarly the effect this will have on the lives of those people who live close to the development will, I am sure, be well rehearsed already, so again I will leave that to them. I am concerned however at the wider scope this will have a little further afield from just Ardley and Upper Heyford, especially in surrounding villages such as North Aston. Please let me explain. Over the past five years we have seen a tremendous increase in through traffic in North Aston, since the expansion of the development in Upper Heyford. There are official records available to you which confirm this considerable increase. Other than the county wide policy of 20 m.p.h. restrictions in most villages (which is widely ignored) there has been no other highways improvement to protect villagers. No one seems to have considered the impact the Upper Heyford development has had on those areas and villages which have to suffer access to and egress from such developments. The thought of further expansion in Upper Heyford (9000 new homes?) is frightening. We are more than well aware of what this will mean for us from a traffic perspective. A glance at a map of the area will prove that the shortest and quickest route from Ardley/Upper Heyford to Banbury and the West is that which passes through Somerton and North Aston. This has been made all too obvious, to us here in North Aston, over the increased development in Upper Heyford. Your paper talks about the possibility of providing up to 9,600 new jobs. This means of course traffic arriving at the interchange from many parts plus all the support they and the facilities will require. I urge you therefore to widen your scope of impact and consider the effect the development will have on traffic flow in North Aston and Somerton and to allocate sufficient funds to improve safety in villages such as ours.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. Fundamentally, the proposed improvements to the strategic highways network at M40 J10, M40 J9 and the A43, will help to attract traffic to the higher category roads and away from the often less appropriate local road network. The OxSRFI also sets out sustainable transport measures which include the growth of bus services through contributions, improvements to footpath/cycleway/bridleway connections in and around the site as the highways works are completed, and delivery of occupier travel plans (i.e., car share and awareness of public transport services) as employment on the Main Site grows - these measures will help reduce single occupancy usage as part of the OxSRFI scheme. The Applicant has also proposed a Community Liaison Group as one of the DCO requirements, to coordinate progress of the development of the OxSRFI scheme with local stakeholders. The cumulative effects assessments across the ES include a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)).	
C24	17/10/2025	[redacted]	Resident	Comments on the scheme - 13	The proposals will have a detrimental effect on the health and wellbeing of those living near the train lines in Bicester. Concerns regarding: Noise & Pollution. There is a school next to the line and this additional noise and pollution will have an effect on the primary school age children and could affect their concentration as well as health.	The study area for ES Chapter 5 (Noise and Vibration) does not include properties along the rail line in Bicester, as it is outside the relevant guidance. It is not reasonable or practicable to consider the impacts which may arise along the entire rail network as a result of the Proposed Development. Once on the wider network, the effects could be diluted by other rail traffic.By considering the effects within the identified study area, a worst-case approach has been undertaken to the assessment of railway noise at the relevant receptors identified in Chapter 5, i.e. before effects are diluted by other rail traffic.	

C26	25/10/2025	[redacted]	Resident	Comments on the scheme- 14	Good afternoon, We would like to formally comment on the above proposal. We strongly request that Clifton and Deddington Parish as a baseline are included in the ANPR camera coverage proposal to reduce the noise and traffic impact caused by the introduction of the SRFI. Clifton is currently suffering from disproportionate high levels of traffic and HGVs caused by new development in the peripheral parishes including Deddington. We request that no proposal is accepted with the appropriate traffic measures to mitigate the direct traffic effect in Clifton. For this reason we request that funding is allocated to cover the following traffic measures: 1. Traffic Calming (Speed Bumps) 2. Appropriate traffic signage in intersections leading to Clifton 3. ANPR cameras to unauthorised vehicles to drive through Clifton. Clifton has no pavements on 50% of the village, we have an aging demographics whilst new families move with small children; the poor control and management of traffic in our village is destroying the community and increasing the risk of life-threatening accidents. Currently we have near misses on a weekly basis due to speeding vehicles, high traffic volumes and unauthorised vehciles travelling via Clifton. We appreciate creating this channel to raise our concerns.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. Fundamentally, the proposed improvements to the strategic highways network at M40 J10, M40 J9 and the A43, will help to attract traffic to the higher category roads and away from the often less appropriate local road network. The OxSRFI also sets out sustainable transport measures which include the growth of bus services through contributions, improvements to footpath/cycleway/bridleway connections in and around the site as the highways works are completed, and delivery of occupier travel plans (i.e., car share and awareness of public transport services) as employment on the Main Site grows - these measures will help reduce single occupancy usage as part of the OxSRFI scheme. HGV camera details are included as part of the HGV Routeing Strategy (part of the Transport Assessment (see ES Appendix 3.1), with the strategy being to retain HGVs on the strategic highways netowrk when acccessing the Main Site. The Applicant has also proposed a Community Liaison Group as one of the DCO requirements, to coordinate progress of the development of the OxSRFI scheme with local stakeholders.	
C27	25/10/2025	[redacted]	Resident	Comments on the scheme - 15	Last Tuesdays Webinar proved most informative although having posed a couple of questions I was horrified to learn that as things stand, Clifton and presumably the parish of Deddington are to be excluded from the planned rollout of ANPR cameras. Putting it politely my immediate reactionwas 'You must be joking" a reaction shared by many villagers. Attached please find our document outlining precisely why OxSRFI should extend the intended coverage of ANPR cameras to include the Deddington Parish. Your earliest reassurance would be appreciated. (The document has been prepared by local residents to explain why ANPR camera's are erquired for	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. Fundamentally, the proposed improvements to the strategic highways network at M40 J10, M40 J9 and the A43, will help to attract traffic to the higher category roads and away from the often less appropriate local road network. The OxSRFI also sets out sustainable transport measures which include the growth of bus services through contributions, improvements to footpath/cycleway/bridleway connections in and around the site as the highways works are completed, and delivery of occupier travel plans (i.e., car share and awareness of public transport services) as employment on the Main Site grows - these measures will help reduce single occupancy usage as part of the OxSRFI scheme. HGV camera details are included as part of the HGV Routeing Strategy (part of the Transport Assessment (see ES Appendix 3.1), with the strategy being to retain HGVs on the strategic highways netowrk when acccessing the Main Site. The Applicant has also proposed a Community Liaison Group as one of the DCO requirements, to coordinate progress of the development of the OxSRFI scheme with local stakeholders.	
C28	25/10/2025	[redacted]	Resident	Comments on the scheme - 16	To whom is may concern, I live at Stoneyford, Clifton. My property has no pavement on the road in front of it and i have to walk on the road for some 50m before getting to the relevant safety of our village pub's forecourt. The recent 20mph reduction of the speed limit hasn't had much of an impact, and HGV's are still a major issue coming through regularly. I would expect OxSRFI to take some sort of action to try and stop this law breaking before anyone gets injured, or worse.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG.	

C29	29/10/2025	[redacted]	Resident	Comments on the scheme - 17	I would like to document the following major reservations about this proposal by OxSRFI on the following grounds: Location – less than a mile from my property, nearer to me than any houses in Heyford and adjacent to an established BBONT nature reserve. Light and noise pollution will undoubtedly impact on the indigenous wildlife particularly those nocturnal animals and birds. As the prevailing winds are from the West / South west any overnight noise will be heard in Ardley rather than Heyford. Putting in earthworks and ponds south of the proposed site does not mitigate the effects for Ardley and the Nature reserve. Cost and disruption to the local community which is currently under threat from all sides. Loss of valuable farmland. The proposed site is not predominantly on the disused air base. It is on Ashgrove Farm! We are losing farmland at an alarming rate in the UK, its actually quite scary. Creation of 9600 jobs on site! Oxfordshire is not an area of high unemployment but it does have high housing costs. Where will these people live? The houses currently being built will not attract warehousing staff and there are a lot of warehouses in the plan.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C30	30/10/2025	[redacted]	Resident	Comments on the scheme- 18	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. • The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C31	30/10/2025	[redacted]	Resident	Comments on the scheme - 19	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . 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C32	30/10/2025	[redacted]	Resident	Comments on the scheme - 20	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. - Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C33	11/01/2025	[redacted]	Resident	Comments on the scheme - 21	In response to your invitation to comment on stage 2 of the Oxfordshire Strategic Rail Freight Interchange (OxSRFI) scheme, I take the opportunity to highlight the following aspects. One of the stated purposes of the site – to 'play a direct role in enabling the transition to a more sustainable economy with rail freight being around 76% more carbon efficient than road freight' – is unlikely to be fulfilled in any meaningful sense. The link to the Chiltern Main Line seems a ploy for a lorry-driven economy, for two reasons: a) the Chiltern Main Line train line is a busy commuter line which cannot take freight trains in any significant volume and the current train line is physically incapable of carrying standard shipping containers; and b) the positioning of the OxSRFI around the busy M40 motorway and A43 road combined with the emphasis on redesigned road layout betrays the real intention: the creation of a Road-freight Interchange. In the proposal, this can be seen in the secondary mention of potential rail freight, e.g. 'The Proposed Development is in a highly accessible location, adjacent to Junction 10 of the M40, and with good access to the A43 and A34 which provide connections to key distribution markets including London and Birmingham, but also to the south-coast ports.' Moreover, the developer admits that 88% of employees to the site would arrive by car, not by train which is ironic for a Strategic Rail Freight Interchange. Furthermore, the lorries going to and from the OxSRFI will be 100% diesel-driven, as would any of the promised-but-unlikely freight trains. In short, the OxSRFI will NOT enable the transition to a more sustainable economy but rather increase fossil-fuel driven transportation through the many lorries and even the few trains going to and from the site. The OxSRFI documents are intransparent about the actual consequences of the plans, spinning the story towards politically correct agendas about the environment. The planned area for construction is green belt land, currently green fields with public rights of way which local residents enjoy. The planned compensation for the loss of green fields, public rights of way and unbroken horizon, the 'landscaped green space' will not compensate in reality because the 'Proposed Footways and/or	The OxSRFI proposals are submitted in response to government policy for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. In relation to climate change, the OxSRFI proposlas accord with naitonal policy with regard to GHG and climate change adaptation, as well as with existing and emerging local planning policies on this topic, the impact of the OxSRFI scheme on climate change for both the construction and operational phases, in addition to the whole lifetime, has been assessed in ES Chapter 15 (Climate Change) to result in minor adverse effects, which are not significant. The OxSRFI scheme is estimated as being likely to remove more than 53 million HGV miles from the road network per year with emissions reduction as well as congestion reduction benefits. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the application confirms that at least four round trip daily freight paths can be provided for the OxSRFI scheme using the Chiltern Main Line whcih sits adjacent to the Main Site. This confirms the key requirement of government policy (see the NPS) is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would	

					Redirected PROW and/or Cycleways (Off-Road Routes)' either run alongside the complex – with the view of 25m high warehouses (see point 3 below) – or through the complex, which will hardly provide a better experience of nature if the masterplan images are to be trusted. It will be a concrete experience in its most literal sense, with the added air pollution from the lorries coming and going in an incessant pattern. The 25-metre-high warehouses would be much higher than any other buildings within miles, much larger in footprint than any other buildings within miles, and therefore completely dominate the area in a manner which conflicts entirely with the present environment. The planned green spaces and 'landscaped mounding' will not make up for the height and width of these warehouses for, at least, decades. Indeed the claimed 'campus environment' – a term usually employed about the grounds of a university or college, in other words a place of higher education – seem entirely misleading for an area dominated by mega-warehouses, trains and manual working. It is fancy marketing to cover up for what is essentially an extra-large warehouse environment built for profit, not for learning or the natural environment. Nor will it help the surrounding built environment. Dorchester Living's development of Heyford Park on the former RAF/US Air Base of Upper Heyford is highly successful, having built more than 1,200 houses over a decade, and having plans for a total of 9,000 houses, making the area the home of 25,000 people. Resident move to Heyford Park for its quality houses, amenities (school, supermarket, pharmacy, hotel with restaurant and bar), and especially its wonderful surrounding countryside. While residents would absolutely welcome better public transportation, the prospect of thousands of lorries nearby, the mega-warehouses and the lack of a railway station in spite of the rail interchange up for consultation, are certainly not. Even worse, the OxSRFI would block the development of a rebuilt Ardley passenger train station, as recently outlined in the Strategic Rail Plan for Oxfordshire. This passenger train station would – as opposed to the OxSRFI – actually support sustainable transport for the steeply increasing number of residents in the area, allowing them to travel to London and Birmingham without impacting the environment. I predict that the OxSRFI will scare buyers away from the very successful development that is Heyford Park and make current home owners unable to sell their houses. In conclusion, the planned OxSRFI will scare people away from the area, will be the consequence of dishonest marketing, and most fatally destroy rather than save the environment. I therefore strongly protest against the Oxfordshire Strategic Rail Freight Interchange (OxSRFI).	represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). There will be adverse impacts on some viewpoints, including rights of way in the vicinity of Main Site. However the proposals have been designed to include substantial green infrastructure and landsaping (which accounts for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. Maximum building height parameters vary across the site in response to the context. It should be noted that the Application Site is not in the Green Belt. The Applicant is aware of local (OCC and other) aspirations for a new Ardley passnger rail Station, and has discussed this with various consultees. A Passenger Rail Station Note is appended to the submitted Planning Statement and sets out how the Proposed Development is compatible with wider aspirations and ambitions for a new passenger station. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes. Please note that the approach to the stautory consultation process by the Applicant was to present the reports and plans, including the draft Environmental Statement, which were available at the time. The consultation included exhibitions,zoom webinars and opportunities for comments to allow consultees and local residents to comment and engage with the Applicant team.	

C34	11/01/2025	[redacted]	Resident	Comments on the scheme - 22	I am writing to express my concerns regarding the proposed mega-warehouse project near Ardley, known as the Oxfordshire SFRI. The key deficiencies of the proposal are: The SFRI project appears to be purely a "trojan horse" for an extra-large warehouse estate, served by lorries. You make no commitments for a particular share of traffic to arrive or depart by train. You intend to simply build all the warehouses and some tracks, and - if there are no trains and only lorries - then there will be nothing for residents to say or do. In any case, the planned warehouse capacity far exceeds the capacity required for goods that could realistically arrive by train. The project should commit to building the warehouses in stages, to serve only proven rail traffic. As a minimum, the SFRI should commit as a planning condition to ensuring that, at all times, at least 40% of total freight tonnage (ingoing + outgoing) is actually carried by rail. The Chiltern line is already heavily used, and there is minimal spare capacity for trains, let alone slow-running freight trains. Also, the Chiltern train line will require major rebuilding to be able to carry standard shipping containers. There are no firm commitments from any side (e.g. developer, rail companies) to run services to the new site. As per item #1, the on-site construction of warehouses should mirror actual, demonstrated rail traffic, not speculative pie-in-the-sky “visions”, as is currently the case. The project is 100% focused on diesel propulsion, which is environmentally unsustainable: Under your current proposal, 100% of freight trains will be diesel powered, and there is no provision for fast-charging of electric lorries, meaning that most lorries visiting the site will run on diesel. In order to remedy this deficiency, the relevant parts of the Chiltern Line, as well as the interchange itself, must be electrified, and a commitment must be made for all locomotives serving the site to be 100% electric. Similarly, for lorries, “megawatt” lorry charging facilities must be built as part of the initial site design, alongside a commitment for an escalating share of lorry traffic to be battery powered, reaching 100% electric lorry share no later than 2035. As per your own estimates, 88% of employees will arrive on site by private car. There is no provision for passenger rail to the site, which would be the most obvious way for employees of a Strategic Rail Freight Interchange to get to work. The site must be re-designed to include a passenger station, not just freight sidings. The proposal effectively blocks the development of a high-grade Ardley passenger station, as outlined in the recent Strategic Rail Plan for Oxfordshire. The SFRI proposal makes no provision for getting to Ardley station, and the area where the Park and Ride would be will be taken up by the SFRI. The proposal must be re-designed to include all necessary facilities for Ardley station, including a sizeable park-and-ride that can generate passenger traffic by replacing car traffic currently on the M40/A43/A34. The new Ardley station is also key part of the traffic infrastructure required for the proposed Puy de Fou park nearby. The project will completely destroy a lovely green area with rights of way. Your claim that the mega-warehouse project will result in a "net gain" in biodiversity is based on theoretical modelling that has no link to reality.	The OxSRFI proposals are submitted in response to government policy for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the application confirms that at least four round trip daily freight paths can be provided for the OxSRFI scheme using the Chiltern Main Line whcih sits adjacent to the Main Site. This confirms the key requirement of government policy (see the NPS) is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. In relation to climate change, the OxSRFI proposlas accord with naitonal policy with regard to GHG and climate change adaptation, as well as with existing and emerging local planning policies on this topic, the impact of the OxSRFI scheme on climate change for both the construction and operational phases, in addition to the whole lifetime, has been assessed in ES Chapter 15 (Climate Change) to result in minor adverse effects, which are not significant. The OxSRFI scheme is estimated as being likely to remove more than 53 million HGV miles from the road network per year with emissions reduction as well as congestion reduction benefits. There will be adverse impacts on some viewpoints, including rights of way in the vicinity of Main Site. However the proposals have been designed to include substantial green infrastructure and landsaping (which accounts for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. Maximum building height parameters vary across the site in response to the context. It should be noted that the Application Site is not in the Green Belt. The Applicant is aware of local (OCC and other) aspirations for a new Ardley passnger rail Station, and has discussed this with various consultees. A Passenger Rail Station Note is appended to the submitted Planning Statement and sets out how the Proposed Development is compatible with wider aspirations and ambitions for a new passenger station.	

C35	11/02/2025	[redacted]	Resident	Comments on the scheme - 23	I am emailing you to respond to the Stage 2 statutoryconsultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park.I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: • The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C36	11/02/2025	[redacted]	Resident	Comments on the scheme - 24	This email is a response to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located between Ardley, Heyford Park and Middleton Stoney. I am strongly opposed to the development of an SRFI by Oxford Railfreight Limited on this land. It will have a catastrophic effect on the countryside, wildlife and our way of life for many reasons including: The impact on transport links in the local area. The M40 J10 at Ardley is already congested. The SRFI development with 9,600 staff and multiple HGV movements will multiply traffic flows on the areas already very busy village and country roads. This is not recognised in the proposal. Impact of multiple proposed developments. The proposal does not take into account the many other proposed developments in the area, including the Hayford Park expansion by 9,000 to 13,000 ADDITIONAL houses, the Ardley J10 Warehouses development and the proposed Puys du Fou theme park. The consequential dramatic increase in traffic is not recognised in any of these proposals and will have a catastrophic effect on the countryside, wildlife and our way of life. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. The impact on the location and surroundings of Ardley and Environs. The proposed SRFI includes approximately 6.5 million square feet of warehousing. This will obliterate farmland and open countryside, reducing residents' access to countryside activities. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape. The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to local residents with no local long term benefits. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Karen Paterson	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. 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C37	11/02/2025	[redacted]	Resident	Comments on the scheme - 25	This email is a response to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located between Ardley, Heyford Park and Middleton Stoney. I am strongly opposed to the development of an SRFI by Oxford Railfreight Limited on this land. It will have a catastrophic effect on the countryside, wildlife and our way of life for many reasons including: The impact on transport links in the local area. The M40 J10 at Ardley is already congested. The SRFI development with 9,600 staff and multiple HGV movements will multiply traffic flows on the areas already very busy village and country roads. This is not recognised in the proposal. Impact of multiple proposed developments. The proposal does not take into account the many other proposed developments in the area, including the Hayford Park expansion by 9,000 to 13,000 ADDITIONAL houses, the Ardley J10 Warehouses development and the proposed Puys du Fou theme park. The consequential dramatic increase in traffic is not recognised in any of these proposals and will have a catastrophic effect on the countryside, wildlife and our way of life. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. The impact on the location and surroundings of Ardley and Environs. The proposed SRFI includes approximately 6.5 million square feet of warehousing. This will obliterate farmland and open countryside, reducing residents' access to countryside activities. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. 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The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C38	11/02/2025	[redacted]	Resident	Comments on the scheme - 26	I am writing to formally oppose the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI) as outlined in your recent correspondence dated 22nd September 2025. In terms of planning and environmental concerns, the proposed development spans over 800,000 square metres of warehousing and logistics space which is a massive industrial footprint, particularly in comparison to the existing size of the close by village of Ardley, which risks overwhelming the rural character of the area. Extensive earthworks could potentially cause damage to local heritage and biodiversity considering that there are several sites of historical interest very close by such as the medieval castle site at Ardley Quarry Wood and the recently uncovered dinosaur trackway found just down the road at Ardley Quarry. While the proposal claims a "net gain in biodiversity" large scale construction and traffic corridors often fragment habitats and disrupt wildlife in practice. I have several concerns about the pressure on the traffic and infrastructure which is already under some strain as it is. Although initially, the idea of the bypass felt like it could be a good idea, with more thought on this I can only see that either the interchange will still funnel significant heavy goods vehicles through local roads, raising concerns about noise, air pollution, road safety and increased travel times or it would meant that it would increase journey times for locals as it would affect accessibility to the village creating a longer way around to get home. Therefore, I am struggling to see how this can be a benefit to anyone living here. The strain on junction 10 of the M40 which is known to be problematic, even with the latest improvements now embedded is a huge concern. I fail to see how a satisfactory solution can be found for this as the proposed slip roads and relief roads alone would not sufficiently mitigate congestion here, especially during peak hours. Villages such as Ardley and Middleton Stoney will face years of construction disruption, followed by permanent changes to traffic flow and accessibility. In addition to the above, I would like to raise the following points: · The chosen location is questionable. Is this the most appropriate site for a strategic rail freight interchange? Proximity to sensitive villages and limited existing infrastructure (making it an expensive option) raise doubts. · While rail freight is greener that road transport, the overall carbon footprint of constructing and operating such a vast facility may not align with Oxfordshire's climate goals – this needs to be checked! · Has the developer transparently assessed other locations with better existing infrastructure, better rail access and less community disruption? I hope the concerns I've shared here will be met with care and reflection. I stand by my objection with quiet conviction.	The OxSRFI proposals are submitted in response to government policy for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. The proposals have been designed to include substantial green infrastructure and landsaping (which accounts for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. Maximum building height parameters vary across the site in response to the context. The ES submitted with the DCO assesses the impacts and residual effects from the OxSRFI scheme on ecology receptors and heritage assets, and concludes that with the mitigationin place there are no significant effects as a result of the proposed development. Indeed, the OxSRFI will deliver a 10% BNG. With specific regards to Middleton Stoney Castle and the Ardley Wood Moated Ringwork (ref. SM2 in ES Chapter 10 (Heritage)), the desk-based assessment (ES Appendix 10.1) determined that the OxSRFI scheme would have no impact on the setting or significance of these Scheduled Monuments. This is due to the distance between the Application Site and the assets, the lack of intervisibility between them caused by topography and dense vegetation/modern development, and the lack of any known contextual relationship. In terms of the trackways - there are areas of the Main Site where the excavations will go down into / through the Shipton Member which is the lower portion of the White Limestone Formation, is more abundant in fossils and is the formation in which it is understood that dinosaur footprints have been encountered. Proposals are included in ES Chapter 11 (Ground) to have a watching brief by a palaeontologist during excavations through this formation. Significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The approach to the Alternative Sites Assessment (ES Appendix 2.4) sets out the Applicant's consideration of reasonable alternative sites for the proposed OxSRFI development. It does not seek to justify in detail the suitability of the OxSRFI scheme in its own right as this is covered through other relevant documents (i.e., the Planning Statement (Document 5.4) and DAD (Document series 5.5)).	

C39	11/03/2025	[redacted]	Resident	Comments on the scheme - 27	My comments below are informed by several activities rather than knee-jerk NIMBYism: I attended the Stage 1 exhibition and spoke with your representatives at some length. I had gone with an open mind but was dismayed to see how the plans would decimate so much countryside along with the rural nature of the area while adding to the already gridlocked and accident-prone roads (A34/M40/A43/B430). I wrote to our MP and Councillors at the time with my concerns. I attended the Stage 2 exhibition and again spoke at length to your representatives. I could not find any significant changes about protection of the countryside nor any sustained evaluation of the impact on traffic. The only argument that made sense was that less freight might be on the A34/M40/A43,MI but the evidence was flimsy. Instead, thousands of lorries will add to the traffic problems that already constantly dog the area. I attended a meeting with 13 Parish council reps, District and County Councillors and our MP in which we looked at this proposal along with the other 4 major proposals that will mutually impact each other and the population. As a result, I am totally opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park where I am a resident. My main reasons are as follows: Devastation to the Environment. The countryside from J10 of the M40 to Bicester will be ruined and the whole rural nature of this part of Oxfordshire damaged irrevocably. I was told that Ardley residents are in favour - until they realise the impact of the new slip road that will bring more noise to their village. I am concerned about the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. I do not understand why the previous government did not put in any criteria when they suggested these SRFIs. Traffic. I have local traffic news cutting in on my car radio and there are incidents almost daily, most frequently accidents then gridlock on the A34. There is a domino effect from and to the other roads - M40, A44, A43. These roads just cannot bear any more traffic, particularly lorries. When these arteries are clogged, the local roads become stuck too, so all the surrounding villages are impacted. I questioned the extent to which any account had been taken of current traffic issues before going ahead with the proposed 9,6000 members of staff and hundreds of HGVs arriving and leaving the site per day. The context of multiple proposed projects. Following on from this, has any survey of traffic taken into account the proposed new town in Heyford Park, with 13000 residents? The SRFI would abut this development and impact on the residents who are coming for the peace of rural Oxfordshire. There are two other new warehouse schemes at Baynards Green on the A43 plus the Puy de Fou theme park there. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I did not see any consideration of these in the stage 2 consultation. The irreversible transformation to Heyford Park from rural to industrial. Not only will the agricultural fields be hijacked by the 6.5 million square feet of warehousing will be a dreadful eyesore and noisy, even though we are sold the promise of some screening via trees and footpaths around a haulage centre. If approved, this plan will lead to a loss of green space and open countryside, reduce residents' access to countryside activities, and contribute to the worsened health of residents every single day. What about the historic environment? The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape. Plans include film studios and parks for leisure. All of these projects are not compatible with the SRFI. I understand that where SRFI applications have been successful (and several have not been), they are on the edge of cities that are already industrial. This rural area in which the road systems are already over-stretched, and will be more so by the huge number of new houses, is not the right location. Additionally, there will be extra rail lines given that the Chiltern Line (with Ardley tunnel) are not suitable. All in all, I am vehemently opposed to the development of an SRFI by Oxford Railfreight Limited under on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for safety, for the environment, and for the residents of Heyford Park and surrounding villages. It would completely negatively impact my life.	The Applicant is grateful for your attendance at both the stage 1 and stage 2 exhibitions. In terms of highways - significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes. The OxSRFI proposals are submitted in response to government policy for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. The ES submitted with the DCO assesses the impacts and residual effects from the OxSRFI scheme on heritage assets, including the former Upper Airfield and concludes that with the mitigationin place there are no significant effects as a result of the proposed development. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI.	

C40	11/03/2025	[redacted]	Resident	Comments on the scheme - 28	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: • The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	

C41	11/03/2025	[redacted]	Resident	Comments on the scheme - 29	**Environmental Issues.** * Not enough “off set” for the environmental impact of the loss of agricultural land, hedgerow & trees lost both for the terminal itself and for the bypass for Ardley and Middleton Stoney. How is the area going to have “a net gain through new habitat creation” when acres of land are being concreted over? The information given lacks detail in this regard. *The Chiltern Line is not electrified so this plan will have more diesel trains connecting with large diesel lorries, all putting carbon into the atmosphere. Where is the calculated carbon off set for this increase in our local air pollution? Why is this terminal not being located on an existing electrified line? *Almost certainly the terminal means more heavy traffic on the A34. This is already a very congested road. It cannot take much more traffic without major improvement, particularly to the slip roads around Oxford. This should be done before any more major infrastructure is finalized. *I am not convinced that there is enough mitigation to counter the noise pollution. IE extra hedging & trees to absorb noise from moving & shunting trains, slow moving & reversing lorries. Also controls should be included in the planning to limit activity to between 0800-20.00. Unless trains and lorries become electric. **Road planning & design.** * The proposed Ardley Bypass meets at the north of the village adjacent to the M40 junction 10 & A43 . This throws both through traffic and local traffic together at that point. Which will mean local traffic will get caught up in the ongoing congestion. Have you tried getting across the M40 recently? A redesign will not compensate for all the extra traffic the Terminus road plan will add to an already busy junction. *The new routes extends driving routes from the south (from Kidlington & Oxford) both for Ardley, Souldern & Somerton residents. The traffic on Station Road in Ardley will not decrease as may be expected but as local traffic will all be using the new northern junction, this will increase traffic at the Ardley Crossroads. In fact Somerton & Souldern villages are not even shown on the plans even though these residents are also affected. *Current road proposal separates Ardley from Upper Heyford/Heyford Park which is our nearest Schools, shops, Chemist & other facilities. It increases journey to School for our youngsters and for Emergency services. The current journey from Ardley to Heyford is 3 miles. Under these plans using the new bypass & onto new road south of Heyford, increases the journey to 9-10 miles. I strongly want to suggest that the B430 and the existing Heyford Link Road are kept open. This would at least provide some mitigation for the issues above and keep a separate route for local traffic. Accepting that it would require height, weight & physical restrictions to prevent lorry usage. If this is not possible then an alternative quicker route to re-link Heyford with the neighbouring villages MUST be included. Two possibilities are at Quarry Cottages which is number 4 on your map or at Gate 10 (Off Somerton Road Ardley). Both these are routes that were lost when Heyford Base was built.	Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The consultation material also set out that that OxSRI scheme will deliver approximately 150,000 new trees and 13 km of new hedgerow. Further details are found in the submission pack in ES Chapter 6 (Ecology). Construction activity will be controlled through the CEMP (ES Appendix 2.3) whihc will help to minimise impacts through a range of mitigation measures. The construction hours are controlled through DCO requirements and are set as: between 07:00 and 19:00 hours on weekdays and 07:00 and 16:00 hours on Saturdays and not at all on Sundays nor on public holidays, unless otherwise agreed in writing by the local planning authority. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI. In terms of highways - significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges. The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. Access between local communities will not be cut off, with the new J10 improvements and Ardley Bypass still providing links north and south of the B430. Noise pollution - ES Chapter 5 (Noise and Vibration) assesses the impacts from the OxSRFI scheme which includes measures such as earthwork bunds, woodland planting, and an acoustic fence to the north of the terminal to help minimise noise levels. As a result no likely significant effects are stated as a result of activity form the Main Site, other than at a property which is currently in use as an office on the B430 (Ardley Fields Farm Cottages).	

C42	11/03/2025	[redacted]	Resident	Comments on the scheme - 30	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: · The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. · The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. · The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. · The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. · Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. · Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C43	11/03/2025	[redacted]	Resident	Comments on the scheme - 31	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: [We have added some suggested points here – add any others you want to raise and delete any of the suggested ones you don't agree with!] · The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. · The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. · The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. · The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. · Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. · Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C44	11/03/2025	[redacted]	Resident	Comments on the scheme - 32	I wish to include my comments about the proposal in the consultation documents. I am very concerned about massive traffic increase on the B430 I live in Weston-on-the-Green - a tiny village and am concerned about the impact and through traffic on the village. We cannot cope with more traffic. The B430 already has to accept the overspill from the constantly congested A34, let alone cars and heavy goods vehicles which will surge with this new development. I am also concerned about light pollution. The village has a no lights at night policy - which helps keep the nature of a remote village and is good for wildlife. A massive development like this will spoil the dark sky in the area. I urge you to keep this in mind and do everything to not pollute the sky with artificial light.	The proposed highways improvement will help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in local village centres. In terms of Weston-on-the-Green, the Transport Assessment (ES Appendix 3.1) confirms that the proposed improvements to M40 J9, would remove a delay on the A34 approach to M40 J9 in the evening peak hour, thereby keeping vehicles on the strategic highways network. In terms of light impacts, ES Chapter 8 (Lighting) assesses impact on properties in Weston-on-the-Green and states that as the village is approximately 1.2km from the Application Site at its closest point, there will be no measurable change in the light baseline at this receptor, and no breaches in E2 environmental zone criteria. As such there is no significant effect for the village.	

C45	11/03/2025	[redacted]	Resident	Comments on the scheme - 33	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: ● The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. ● The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. ● The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. ● The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. ● Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. ● Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. ● The increase of the population has resulted more disputes, as currently the management company is unable to ensure the land/ space are maintained in the original usage nature. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C46	11/04/2025	[redacted]	Resident	Comments on the scheme - 34	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: • The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and have a detrimental effect on the mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by thousands of extra members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C47	11/04/2025	[redacted]	Resident	Comments on the scheme - 35	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C48	11/04/2025	[redacted]	Resident	Comments on the scheme - 36	I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. This combined with warehousing already under construction in Bicester will ensure local travel chaos for years to come only solvable by further large scale development to transport infrastructure. Which is incompatible with HS2 construction in the immediate area. It would make the new town very undesirable know every journey would start excessive delays to every journey through heavy construction traffic for the next 5 years or more. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development.The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. - Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C49	11/04/2025	[redacted]	Resident	Comments on the scheme - 37	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

					The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I would also request measuring the expected noise and light pollution impact on the Heyford Park residents from the proposed development as I can't see these have been assessed to date. These also doesn't seem to be any actual assessments on the sustainable transport for when it will be implemented, as it's going to negatively impact the sustainable transport plans being put in place for 35k thousand residents. What is the strategic value of the project? There seems to be no evidence in the consultation about looking at the local and wider economic uses of it. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	- Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	
C50	11/04/2025	[redacted]	Resident	Comments on the scheme - 38	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I would also request measuring the expected noise and light pollution impact on the Heyford Park residents from the proposed development as I can't see these have been assessed to date. These also doesn't seem to be any actual assessments on the sustainable transport for when it will be implemented, as it's going to negatively impact the sustainable transport plans being put in place for 35k thousand residents. What is the strategic value of the project? There seems to be no evidence in the consultation about looking at the local and wider economic uses of it. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. - Cumulative impacts - ES Chapter 16 (Cumulative Effects) includes a consideration not only of the approved 'committed' developments, but in light of dialogue with consultees, also consider potential future (but currently not confirmed or approved) schemes including Heyford Park. It is anticipated that other live applications, including Heyford Park, will similarly be asked to provide an appropriate consideration and assessment of cumulative effects with other known or potential major schemes.	Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights

C51	11/04/2025	[redacted]	Resident	Comments on the scheme - 39	As a resident of Somerton, I wish to register my strong objection to the above application. My principal concerns are set out below. 1. Traffic and Highway Safety Somerton is a small, tranquil rural village covering approximately 800 hectares, with around 305 residents. Traffic levels on our narrow B-roads now average over 1,000 vehicle movements per day — a sharp increase from 300–400 only a few years ago. This growth stems largely from recent nearby developments such as Soho Farmhouse and Heyford Park. Our roads are rural in nature, lacking pavements and therefore unsafe for pedestrians. Several properties have blind exits, and vehicles entering or exiting Water Street must cross a singletrack, weight-restricted (10-tonne) ancient bridge. The M40 Junctions 9 and 10 are already operating beyond capacity, particularly at peak time as are the adjoining A34 and A43 dual carriageways. When fully operational, the OxSRFI is estimated to generate 4,920 two-way HGV movements per day (331 in the AM peak and 300 in the PM peak) — approximately one million per year. Together with the daily travel of some 9,600 on-site workers, this will produce catastrophic volumes of traffic on the local network. When incidents occur on the M40 or A34 — as they frequently do — Somerton becomes a diversion route for significant traffic, including HGVs that struggle on our narrow, winding roads. This already presents a serious safety risk, compounded by unresolved highways issues such as flooding from the Water Street culvert. Any further increase in traffic would be wholly unsustainable. Previous concerns have been raised that the OxSRFI is highly dependent on road traffic, undermining objectives for travel reduction and sustainable transport. Given the project's heavy reliance on road access and complex highway works, there is a clear risk that it will exacerbate congestion, noise, and pollution, rather than deliver the benefits claimed. 2. Cumulative Impact and Flawed Planning The proposed development must not be considered in isolation. Several other large projects are planned within a 2–3-mile radius of Somerton, including: • Albion Land and Tritax Warehouses – approx. 600,000 HGV movements annually near M40 J9–10 • Heyford Park Expansion – 9,000–13,000 new homes and a proposed new town • Puy du Fou Theme Park – projected 1.47 million annual visitors over 176 operating days Each of these raises significant environmental and infrastructure concerns. Collectively, they represent a profound transformation of the local landscape, transport networks, and rural communities. Yet there is no evidence of a coordinated, strategic assessment of these cumulative effects. Overlapping construction phases across multiple large-scale projects would bring years of disruption — heavy construction traffic, noise, dust, and road closures — which our rural infrastructure simply cannot absorb. A judicial review is therefore warranted if cumulative impacts have not been properly assessed within the planning process. 3. Environmental, Landscape, and Amenity Impacts The development would transform farmland and open countryside, causing major visual intrusion, loss of agricultural land, and a permanent change to the rural character of the area.The Souldern Viaduct provides a valued historic and visual feature across the Cherwell Valley, visible from several aspects in Somerton. Like many older railway structures, it was not designed to accommodate modern freight volumes or axle weights. I am concerned that it may require significant upgrades to maintain safety under increased loads, with potential impacts on train scheduling, speed, and safety. The project will inevitably increase noise, light pollution, and air quality impacts, especially given its 24-hour operation. The Stage 1 consultation already acknowledged that "noise, light, and other pollution are very likely to increase very significantly." The site lies near areas of archaeological and geological importance, such as the "Dinosaur Highway" near Ardley Quarry, which could be compromised. It remains unclear whether the proposed biodiversity net gain will genuinely offset the extensive ecological losses. Somerton's interconnected habitats are fragile, and their disruption threatens long-term biodiversity resilience. 4. Questionable Justification and Strategic Need While shifting freight from road to rail is an important national objective, there is insufficient evidence that this specific site offers the most suitable or necessary location. The claimed demand, freight volumes, and traffic models have not been convincingly demonstrated. Without a robust strategic justification, the significant adverse local impacts cannot be justified in the public interest. The rail line that is adjacent to the proposed development is not structured to carry freight and is operating at capacity. This development would not be a rail freight interchange, merely another warehouse and distribution centre. 5. Employment and Economic Considerations The unemployment rate in Cherwell stands at 2.7%, well below the national average of 4.7% — around 2,200 people. The OxSRFI proposes to create approximately 9,600 on-site jobs, in addition to other competing developments in the area. To achieve genuine "levelling up," such employment-intensive developments would be better located in areas of higher unemployment, where they would provide meaningful local benefit rather than exacerbate labour shortages and housing pressures in rural Oxfordshire. 6. Mitigation and Conclusion I consider this application premature and unsustainable. At a minimum, no approval should be granted unless: • Legally enforceable guarantees that the site will operate as a genuine Rail Freight interchange, with any rail development preceding any building and road construction • A Judicial Review is undertaken. • A Cumulative Impact Board is established to coordinate assessment and mitigation of the four major developments within this small area. For Somerton specifically, this must include: • Effective traffic management measures, including consideration of a Somerton bypass. • Flooding and drainage issues fully addressed. • Demonstrable provision of an adequate community infrastructure. • A comprehensive, independent cumulative impact assessment. Without these safeguards, the proposal conflicts with both local and national planning policies. 7. Final Position For the reasons outlined above, I object to the OxSRFI proposal. I respectfully request that the Development Consent Order (DCO) be refused in its current form, or that any approval be subject to stringent conditions relating to highways capacity, operational limits, environmental safeguards, and a full review of alternative sites. Please ensure this objection is formally recorded and fully considered by the Inspectorate.	Traffic on Somerton Road from Ardley is very lightly trafficked and the eastbound increase during the morning peak of 35 passenger cars and the westbound increase of 17 passenger cars (all light vehicle trips) would not be a severe impact. In addition, the HGV Routing Strategy which is an appendix to the Transport Assessment (ES Appendix 3.1) includes the additional ANPR camera on the B430 south of Ardley Roundabout which is part of the mitigation strategy to ensure that OxSRFI HGV traffic will not use Ardley Road. The complementary 7.5T environmental weight restriction (except for access) also extends to include the full length of Ardley Road and hence should also assist in deterring non OxSRFI HGV traffic from using the road. Further mitigation for Somerton is therefore not required. In general, significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). The loss of agricultural land proposed as part of the development is acknowledged, however it should be noted that less than 35% of land on site grade 3a with over 65% grade 3b or other land. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages).. No other likely significant effects are set out from the proposed development in terms of noise. The scheme will deliver significant economic benefits in terms of job opportunities and training throuhg a DCO requirement for an employment scheme. ES Chapter 12 (Socio-Economics) sets out that approximately 60% of employees are anticipated to come from Cherwell. In terms of the trackways - there are areas of the Main Site where the excavations will go down into / through the Shipton Member which is the lower portion of the White Limestone Formation, is more abundant in fossils and is the formation in which it is understood that dinosaur footprints have been encountered. Proposals are included in ES Chapter 11 (Ground) to have a watching brief by a palaeontologist during excavations through this formation. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London.	

C52	11/04/2025	[redacted]	Resident	Comments on the scheme - 40	Please see below comments that need to be addressed. The proposal covers over 600,000 m^2 of warehousing plus rail and road infrastructure, transforming a largely rural area into an industrial logistics hub. The scale of this industrial site is out of proportion to the what the local area can support. The landscape, character, and tranquillity of villages such as Somerton, Fritwell, Middleton Stoney, Ardley, and Bucknell would change permanently. The locals road simply can not take any more traffic. It is already at a maximum. The visual impact of vast buildings up to 25 m high cannot be fully mitigated by the current bunding or tree planting plan. This needs to be better thought out or buildings to be reduced in size. The project relies heavily on road transport for both construction and operation. The applicant's own modelling forecasts hundreds of HGV movements during peak hours and thousands of daily car trips. The M40 Junction 10 and local B-roads (e.g., B430, B4030) are already under pressure and prone to congestion and safety incidents. Especially given the Puy De Fou application and Heyford Park. Proposed highway works (Ardley Bypass, Middleton Stoney Relief Road, and J10 upgrades) would cause years of construction disruption, and it remains uncertain whether they will effectively mitigate long-term impacts. The Transport Assessment does not convincingly demonstrate that existing infrastructure can accommodate the increase in freight and commuter traffic. The road network around M40 J10 is already at or near capacity, and the proposal would create severe, long-term congestion and safety risks that are not adequately mitigated. The Chiltern Main Line has limited capacity for additional freight paths, raising doubts about whether promised modal shift benefits are deliverable. Without strong assurance of rail utilisation, the project risks functioning mainly as a road-based logistics park, defeating its stated sustainability purpose. Night-time lighting, noise, and vibration from 24/7 operations would permanently alter the rural environment. The inadequate plans to create a barrier to absorb the noise and light between the surrounding areas. The applicant has not published a convincing "need case" demonstrating why this site, in this location, is essential. The OxSRFI project adds to existing and planned developments around Bicester, Upper Heyford, and along the A43/M40 corridor, compounding pressures on transport, landscape, and public services. There is no clear long-term management strategy for noise, lighting, or landscape maintenance once operational.	The proposed earthworks and landscaping and planting scheme will help to reduce visual impacts on receptors in the vicinity of the Main Site. Some adverse impacts are however acknowledged within ES Chapter 7 (LVIA). It should be noted that an area of the Main Site, towards south-west, has reduced some building heights following comments received during the Stage 2 consultation. Significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages). No other likely significant effects are set out from the proposed development in terms of noise. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI. The DCO requirements set out the further detail to be approved by the relevant authority during the detailed stage of design, and this also covers noise, lighting, or landscape maintenance.	

C53	11/04/2025	[redacted]	Resident	Comments on the scheme - 41	I am emailing you to respond to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes: · The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. · The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. · The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. · The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. · Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. · Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	In terms of the relationship between the OxSRFI and Heyford Park, the Applicant can highlight the following points: - Heritage - The Applicant has been in dialogue with Historic England (and CDC conservation officers) regarding the relationship between OxSRFI and the heritage assets on the former Upper Heyford Airfield (an important example of a Cold War airbase in Europe) . As a result of this dialogue, the Applicant has adapted some of the proposed mitigation in direct response to the preferences and advice of these consultees to ensure minimised, 'less than substantial' harm to any heritage assets or their setting. - Amenity and visual impacts - as part of direct dialogue by the Applicant with Dorchester Living, changes were made to help minimise any likely residual adverse effects. Since the Stage 2 consultation the proposed development parameters (as set out on the Parameters Plan, Document 2.5) have been amended on the south-western corner of the OxSRFI Main Site adjacent to both existing consented, and potential future phases of development within Heyford Park. Specifically, changes were made to increase the bund heights and widths, with the maximum building heights also reduced in this part of the Proposed Development. - Landscaping and ecology - the proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The OxSRFI scheme also includes new habitats and measures for protected species, and will deliver over 10% BNG. The loss to farmland is however acknowledged. - Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. 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Yes - further to dialogue with Dorchester Living, amendments to the south-western parcel of the scheme saw increased bunding and reduced building heights
C54	11/04/2025	[redacted]	Resident	Comments on the scheme - 42	I am opposed to the building of the freight terminal so close to the village. It will impact on so many people with noise and light pollution and vibration. It will be bringing a town environment out to the village where people have chosen not to live in a town. There will be a massive increase of traffic, mainly large vehicles on the roads using the warehouses.	Significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages). No other likely significant effects are set out from the proposed development in terms of noise. A suite of Rail related reports form part	
Consulation Closed							

C55	11/07/2025	[redacted]	Resident	Comments on the scheme - 43	I should like to express my considerable objection to the proposed plan to create a 'Rail Freight' warehousing complex in Ardley, adjacent to Heyford Park. For a start, I believe it is on the wrong railway line. Most freight rail traffic must surely need to go from the ports in the south, to the north. This proposal is on an east-west rail line. The rise in level from where the trains would need to branch off, going north, would be too great to allow a link around the west of Bicester. Consequently, trains would need to join the Chiltern line (a very important and busy community service), and travel as far as Princes Risborough before they can reverse back to Ardley. That would effectively block the Chiltern line for at least an hour for every train. I even wonder whether the application to have a rail freight depot, because it sounds ecologically appealing, is never the ultimate intention, and instead it is envisaged all the traffic will ultimately be by road! A considerable number of massive development projects in this area have recently been submitted. They will all interact disastrously, making massive demands on the infrastructure, especially the roads. The chaos that that could create over the next 5-10 years doesn't bear thinking about and will cost billions. Already the roads around the motorway junction at Ardley are at over-capacity -only a couple of weeks ago there was a virtually stationery tailback of cars from Ardley to Middleton Stoney, stretching south beyond the Heyford Park turning. If the Heyford Park housing plans were to go ahead, one of the sensible proposals would be to have a community station at Ardley, which might help to mitigate some of the otherwise inevitable utterly disastrous road problems that will ensue with that development. I believe, this Rail Freight proposal would seriously compromise that. The number of traffic movements per day that this proposal could account for (including staff and lorry movements) would have a devastating impact on the local roads, especially to the west, where there are only two bridges over the river Cherwell and Oxford Canal (one in Lower Heyford, next to Rousham House, and a smaller one in Somerton). Anyone wanting to get to Ardley from the west, would need to cross these one of these very inadequate bridges. In short, I think this would not be in the right place for its intended purpose and I do not believe the infrastructures (including those that have been proposed) can cope with it.	Significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. Construction impacts - these will be managed through the Construction Environmental Management Plan (CEMP) (ES Appendix 2.3) which sets out best practice measures to minimise effects on local residents and other receptors. 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The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI.	
C56	11/09/2025	[redacted]	Resident	Comments on the scheme - 44	OxSRFI Development Objection I am writing as a resident to express my strong opposition to the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI). This objection is based on multiple concerns related to infrastructure, environmental impact, planning integrity, and community wellbeing. 1. Combined Impact of Nearby Projects This proposal is not aligned with either the Cherwell Local Plan or the Mid-Cherwell Neighbourhood Plan. It represents an excessive addition to an already disproportionate level of development in the Cherwell district and in particular to the West and North West of Bicester. The level of development is much higher than almost all other areas of the country, posing serious risks to the character, infrastructure, communities, and ecological balance of the surrounding rural area. The OxSRFI proposal must be evaluated alongside other major developments in close proximity: - Albion Land and Tritax Warehouses – approx. 600,000 annual HGV movements - Heyford Park Expansion – 9,000–13,000 new homes - Puy du Fou Theme Park – 1.47 million annual visitors These projects collectively represent a dramatic transformation of the local area. Yet, there is no evidence of a coordinated strategy to assess their cumulative impact. These developments are within a small radius of each other, and along with all the other housing projects in the local area are not collectively sustainable for the local communities, transport infrastructure, rural landscape, and local ecosystems. Such concentrated urbanisation contradicts national commitments to net-zero emissions, biodiversity protection, and sustainable rural development. The development in the broader area is also significant, including in and around Bicester and the loss of greenbelt land North of Oxford. Overlapping construction phases will result in years of disruption, including noise, dust, traffic congestion, and road closures. Our rural infrastructure cannot absorb this level of disturbance. A judicial review is warranted if these cumulative effects have not been properly considered. 2. Infrastructure Strain and Road Safety Somerton (as with many villages in the area) is a peaceful rural village with approximately 305 residents spread across 800 hectares. Our narrow B-roads, which were not designed for high traffic volumes, now experience	Traffic on Somerton Road from Ardley is very lightly trafficked and the eastbound increase during the morning peak of 35 passenger cars and the westbound increase of 17 passenger cars (all light vehicle trips) would not be a severe impact. In addition, the HGV Routing Strategy which is an appendix to the Transport Assessment (ES Appendix 3.1) includes the additional ANPR camera on the B430 south of Ardley Roundabout which is part of the mitigation strategy to ensure that OxSRFI HGV traffic will not use Ardley Road. The complementary 7.5T environmental weight restriction (except for access) also extends to include the full length of Ardley Road and hence should also assist in deterring non OxSRFI HGV traffic from using the road. Further mitigation for Somerton is therefore not required. In general, significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). The loss of agricultural land proposed as part of the development is acknowledged, however it should	

					over 1,000 vehicle movements daily — a stark rise from previous levels of 300–400. This surge is largely due to nearby developments such as Soho Farmhouse and Heyford Park. The absence of pavements makes walking hazardous, and several homes have blind driveways. Water Street requires crossing a single-lane, weight-restricted bridge that is unsuitable for heavy traffic. Junctions 9 and 10 of the M40, along with the A34 and A43, are already congested, especially during peak hours. The OxSRFI is projected to bring 4,920 daily HGV movements and 9,600 commuting workers, creating overwhelming traffic volumes. Somerton often becomes a diversion route during incidents on major roads, further endangering residents. The reliance on road transport contradicts sustainability goals and will likely worsen congestion and pollution. 3. Environmental and Visual Degradation The development would replace open countryside and farmland with industrial facilities, causing significant visual disruption and permanent loss of agricultural land. The Souldern Viaduct, a historic structure visible from Somerton, may require upgrades to accommodate increased freight loads, potentially affecting train safety and operations. The 24-hour nature of the site will increase noise, light pollution, and air quality issues. The initial consultation acknowledged that these impacts are likely to rise substantially. The site is near areas of archaeological and geological interest, including the “Dinosaur Highway” near Ardley Quarry. The proposed biodiversity net gain does not convincingly offset the ecological damage anticipated. 4. Lack of Strategic Justification While the goal of shifting freight from road to rail is commendable, there is insufficient evidence that this site is the most appropriate choice. The projected demand and traffic models lack transparency and robustness. 5. Employment and Local Economic Effects Cherwell’s unemployment rate is 2.7%, well below the national average. The OxSRFI proposes 9,600 jobs, which may strain local housing and labour resources. Government reports show that healthcare services in the area are already under pressure. Previous promises for infrastructure improvements at Heyford Park—such as a new road and health centre—remain unfulfilled (and should be followed up), raising doubts about the delivery of future commitments. The population increase would place further strain on hospitals, emergency services, and essential utilities like water, sewage, and electricity, for which no expansion plans have been clearly outlined. Such employment-intensive developments would be better placed in regions with higher unemployment, where they could offer meaningful economic benefits without overburdening rural communities. 6. Required Conditions This proposal is premature and unsustainable. Approval should be withheld unless: - A Judicial Review is conducted. - A Cumulative Impact Board is formed to oversee all major developments in the area.	be noted that less than 35% of land on site grade 3a with over 65% grade 3b or other land. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages). No other likely significant effects are set out from the proposed development in terms of noise. The scheme will deliver significant economic benefits in terms of job opportunities and training throuhg a DCO requirement for an employment scheme. ES Chapter 12 (Socio-Economics) sets out that approximately 60% of employees are anticipated to come from Cherwell. In terms of the trackways - there are areas of the Main Site where the excavations will go down into / through the Shipton Member which is the lower portion of the White Limestone Formation, is more abundant in fossils and is the formation in which it is understood that dinosaur footprints have been encountered. Proposals are included in ES Chapter 11 (Ground) to have a watching brief by a palaeontologist during excavations through this formation. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London.	
C57	11/09/2025	[redacted]	Resident	Comments on the scheme - 45	Objection to the OxSRFI Proposal I, [redacted], wish to formally object to the proposed Oxfordshire Strategic Rail Freight Interchange (OxSRFI). My concerns span multiple areas including infrastructure strain, environmental degradation, and lack of strategic justification. A. Overlapping Developments and Planning Oversight The OxSRFI must be not be evaluated in isolation, but in the context of other major developments within a 5 mile radius, which would significantly transform the area; urbanizing a large proportion of countryside, exacerbating existing traffic and flooding issues, destroying habitats and biodiversity and irreversibly eroding the rural character of the area. - Albion Land and Tritax Warehouses – approx. 600,000 annual HGV movements - Heyford Park Expansion – 9,000–13,000 new homes - Puy du Fou Theme Park – 1.47 million annual visitors Together, these projects represent a massive transformation of the local area. Yet, there is no evidence of a coordinated strategy to assess their combined impact. The overlapping construction timelines will bring years of disruption, including traffic congestion, noise, dust, and road closures. Our rural infrastructure is ill-equipped to handle this. A judicial review is necessary if cumulative impacts have not been properly considered. B. Environmental and Heritage Concerns The proposed development would drastically alter the rural landscape, replacing farmland and open countryside with industrial infrastructure. This change would result in significant visual intrusion and the loss of agricultural land. The Souldern Viaduct, a historic landmark visible from Somerton, may require structural upgrades to handle increased freight loads, potentially affecting train operations and safety. Continuous 24-hour operations will elevate noise levels, light pollution, and air quality issues. The initial consultation already acknowledged that these impacts are likely to increase substantially.	Traffic on Somerton Road from Ardley is very lightly trafficked and the eastbound increase during the morning peak of 35 passenger cars and the westbound increase of 17 passenger cars (all light vehicle trips) would not be a severe impact. In addition, the HGV Routing Strategy which is an appendix to the Transport Assessment (ES Appendix 3.1) includes the additional ANPR camera on the B430 south of Ardley Roundabout which is part of the mitigation strategy to ensure that OxSRFI HGV traffic will not use Ardley Road. The complementary 7.5T environmental weight restriction (except for access) also extends to include the full length of Ardley Road and hence should also assist in deterring non OxSRFI HGV traffic from using the road. Further mitigation for Somerton is therefore not required. In general, significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou	

					Additionally, the site is close to areas of archaeological and geological significance, such as the “Dinosaur Highway” near Ardley Quarry. The proposed biodiversity net gain does not convincingly offset the ecological damage anticipated. C. Transport Infrastructure and Safety Risks Somerton’s narrow B-roads, originally built for light rural traffic, now see over 1,000 vehicle movements daily — a sharp rise from 300–400 just a few years ago. This increase is largely due to nearby developments. The roads lack pedestrian pavements, and several properties have blind exits. Water Street involves crossing a single-track, weight-restricted bridge. Junctions 9 and 10 of the M40, along with the A34 and A43, are already overburdened. The OxSRFI is expected to generate 4,920 daily HGV movements and accommodate 9,600 workers, creating unsustainable traffic volumes. Somerton often becomes a diversion route during incidents on major roads, compounding safety risks. The project’s reliance on road transport contradicts sustainability goals and threatens to worsen congestion and pollution. D. Strategic Justification and Site Suitability While shifting freight from road to rail is a commendable goal, there is insufficient evidence that this site is the optimal choice. The projected demand and traffic models lack clarity and robustness. E. Economic and Employment Implications Cherwell’s unemployment rate is 2.7%, well below the national average. The OxSRFI proposes 9,600 jobs, which may strain local housing and labour resources. Such employment-intensive developments would be better placed in regions with higher unemployment, where they could offer meaningful economic benefits without overburdening rural communities. In summary, approval should be withheld unless a Judicial Review is conducted and a Cumulative Impact Board is formed to oversee all major developments in the area.	leisure application (see ES Chapter 1 (Introduction)). The loss of agricultural land proposed as part of the development is acknowledged, however it should be noted that less than 35% of land on site grade 3a with over 65% grade 3b or other land. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages). No other likely significant effects are set out from the proposed development in terms of noise. The scheme will deliver significant economic benefits in terms of job opportunities and training throuhg a DCO requirement for an employment scheme. ES Chapter 12 (Socio-Economics) sets out that approximately 60% of employees are anticipated to come from Cherwell. In terms of the trackways - there are areas of the Main Site where the excavations will go down into / through the Shipton Member which is the lower portion of the White Limestone Formation, is more abundant in fossils and is the formation in which it is understood that dinosaur footprints have been encountered. Proposals are included in ES Chapter 11 (Ground) to have a watching brief by a palaeontologist during excavations through this formation. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London.	
C58	11/10/2025	[redacted]	Resident	Comments on the scheme - 46	I wish to register my strong objections to the Strategic Rail Freight Interchange (OxSRFI) Application. My main concerns are set out below: 1. Traffic and Highway Safety Somerton is a small, rural village covering approximately 800 hectares, with around 305 residents. Traffic levels on our narrow B-roads now average over 1,000 vehicle movements per day — a sharp increase from 300–400 only a few years ago. This growth stems largely from recent nearby developments such as Soho Farmhouse and Heyford Park. Our roads are rural in nature, lacking pavements and therefore unsafe for pedestrians. Several properties have blind exits, and vehicles entering or exiting Water Street must cross a single-track, weight-restricted (10-tonne) ancient bridge. The M40 Junctions 9 and 10 are already operating beyond capacity, particularly at peak time as are the adjoining A34 and A43 dual carriageways. When fully operational, the OxSRFI is estimated to generate 4,920 two-way HGV movements per day (331 in the AM peak and 300 in the PM peak) — approximately one million per year. Together with the daily travel of some 9,600 on-site workers, this will produce catastrophic volumes of traffic on the local network. When incidents occur on the M40 or A34 — as they frequently do — Somerton becomes a diversion route for significant traffic, including HGVs that struggle on our narrow, winding roads. This already presents a serious safety risk, compounded by unresolved highways issues such as flooding from the Water Street culvert. Any further increase in traffic would be wholly unsustainable. Previous concerns have been raised that the OxSRFI is highly dependent on road traffic, undermining objectives for travel reduction and sustainable transport. Given the project’s heavy reliance on road access and complex highway works, there is a clear risk that it will exacerbate congestion, noise, and pollution, rather than deliver the benefits claimed. 2. Cumulative Impact and Flawed Planning The proposed development must not be considered in isolation. Several other large projects are planned within a 2–3-mile radius of Somerton, including: Albion Land and Tritax Warehouses – approx. 600,000 HGV movements annually near M40 J9–10 Heyford Park Expansion – 9,000–13,000 new homes and a proposed new town Puy du Fou Theme Park – projected 1.47 million annual visitors over 176 operating days Each of these raises significant environmental and infrastructure concerns. Collectively, they represent a profound transformation of the local landscape, transport networks, and rural communities. Yet there is no evidence of a coordinated, strategic assessment of these cumulative effects. Overlapping construction phases across multiple large-scale projects would bring years of disruption — heavy construction traffic, noise, dust, and road closures — which our rural infrastructure simply cannot absorb. A judicial review is therefore warranted if cumulative impacts have not been properly assessed within the planning process. 3. Environmental, Landscape, and Amenity Impacts The development would transform farmland and open countryside, causing major visual intrusion, loss of agricultural land, and a permanent change to the rural character of the area.	Traffic on Somerton Road from Ardley is very lightly trafficked and the eastbound increase during the morning peak of 35 passenger cars and the westbound increase of 17 passenger cars (all light vehicle trips) would not be a severe impact. In addition, the HGV Routing Strategy which is an appendix to the Transport Assessment (ES Appendix 3.1) includes the additional ANPR camera on the B430 south of Ardley Roundabout which is part of the mitigation strategy to ensure that OxSRFI HGV traffic will not use Ardley Road. The complementary 7.5T environmental weight restriction (except for access) also extends to include the full length of Ardley Road and hence should also assist in deterring non OxSRFI HGV traffic from using the road. Further mitigation for Somerton is therefore not required. 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The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). The loss of agricultural land proposed as part of the development is acknowledged, however it should be noted that less than 35% of land on site grade 3a with over 65% grade 3b or other land. There are no technical or market related concerns with providing the rail freight connectivity required to serve the OxSRFI scheme. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Main Line or its location. The ES submitted with the DCO assesses the impacts and likely residual effects from the OxSRFI scheme - there are no significant adverse effects in terms of air or light pollution from the proposed development. In terms of noise, the only significant effects relate to existing offices on the B430 (Ardley Fields Farm Cottages).. 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					The Souldern Viaduct provides a valued historic and visual feature across the Cherwell Valley, visible from several aspects in Somerton. Like many older railway structures, it was not designed to accommodate modern freight volumes or axle weights. We are concerned that it may require significant upgrades to maintain safety under increased loads, with potential impacts on train scheduling, speed, and safety. The project will inevitably increase noise, light pollution, and air quality impacts, especially given its 24-hour operation. The Stage 1 consultation already acknowledged that "noise, light, and other pollution are very likely to increase very significantly." The site lies near areas of archaeological and geological importance, such as the "Dinosaur Highway" near Ardley Quarry, which could be compromised. It remains unclear whether the proposed biodiversity net gain will genuinely offset the extensive ecological losses. Somerton's interconnected habitats are fragile, and their disruption threatens long-term biodiversity resilience. 4. Questionable Justification and Strategic Need While shifting freight from road to rail is an important national objective, there is insufficient evidence that this specific site offers the most suitable or necessary location. The claimed demand, freight volumes, and traffic models have not been convincingly demonstrated. Without a robust strategic justification, the significant adverse local impacts cannot be justified in the public interest. 5. Employment and Economic Considerations The unemployment rate in Cherwell stands at 2.7%, well below the national average of 4.7% — around 2,200 people. The OxSRFI proposes to create approximately 9,600 on-site jobs, in addition to other competing developments in the area. To achieve genuine "levelling up," such employment-intensive developments would be better located in areas of higher unemployment, where they would provide meaningful local benefit rather than exacerbate labour shortages and housing pressures in rural Oxfordshire. 6. Mitigation and Conclusion Somerton Parish Council considers this application premature and unsustainable. At a minimum, no approval should be granted unless: A Judicial Review is undertaken. A Cumulative Impact Board is established to coordinate assessment and mitigation of the four major developments within this small area. For Somerton specifically, this must include: Effective traffic management measures, including consideration of a Somerton bypass. Flooding and drainage issues fully addressed. Demonstrable provision of an adequate community infrastructure. A comprehensive, independent cumulative impact assessment. Without these safeguards, the proposal conflicts with both local and national planning policies. 7. Final Position For the reasons outlined above, I, along with the Somerton Parish Council, formally object to the OxSRFI proposal. I respectfully request that the Development Consent Order (DCO) be refused in its current form, or that any approval be subject to stringent conditions relating to highways capacity, operational limits, environmental safeguards, and a full review of alternative sites. Please ensure this objection is formally recorded and fully considered by the Inspectorate.	that approximately 60% of employees are anticipated to come from Cherwell. In terms of the trackways - there are areas of the Main Site where the excavations will go down into / through the Shipton Member which is the lower portion of the White Limestone Formation, is more abundant in fossils and is the formation in which it is understood that dinosaur footprints have been encountered. Proposals are included in ES Chapter 11 (Ground) to have a watching brief by a palaeontologist during excavations through this formation. Location and need for OxSRFI - the OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London.	
C59	11/10/2025	[redacted]	Resident	Comments on the scheme - 47	I agree with the objections raised by Somerton Parish Council. The several large-scale planning applications in the area have a large cumulative impact and should not be considered in isolation.	A cumulative effects assessments is included as part of the ES (Chapter 16). The assessment includes a range of developments in the vicinity of the Main Site which include the employment proposals by Albion Land and Tritax at M40 J10, as well as a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)).	
C60	11/12/2025	[redacted]	Resident	Comments on the scheme - 48	Objection relating to Ardley station and congestion this scheme would cause due to closure of the B430 narrowing stretch. Fears of congestion as a whole from this scheme and uncertainty on the Middleton Stoney diversion and the proposed bypass aroudn the village. Concern for fly tipping and rubbish deposits, impact of growing villages and nearby development proposals coming forward and also noise and light pollution, time for tree planting to deliver benefits.	The Applicant is aware of local (OCC and other) aspirations for a new Ardley passnger rail Station, and has discussed this with various consultees. A Passenger Rail Station Note is appended to the submitted Planning Statement and sets out how the Proposed Development is compatible with wider aspirations and ambitions for a new passenger station. In general, significant improvements are propsoed at M40 J10 to improve capacity and help address some of the existing issues and challenges.The proposed highways works will also help ensure the redistribution (reassingment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works to help minimise impacts during the construction process. The Middleton Stoney Relief Road - the traffic modelling predicts that the impact of MSRR will be to reduce total traffic flows through the centre of Middleton Stoney by 31% with no further highways improvements proposed around the village. Miitgation measures as part of the OxSRFI scheme are proposed to minimise impacts in terms of likely effects on the amenity (noise and light) of receptors.	

App 35 – s47 and other bodies list and consultation responses

OxSRFI consultation log – comments forms

Date last updated

No.	Date	Name (first & last)	Event/Online	Question 1 (Policy context and explanation)	Question 2 (Highways mitigation at J10)	Question 3 (Sustainable Transport strategy)	Question 4 (changes since Stage 1, incl IVCF removal)	Question 5 (Landscaping and earthworks at site boundary)	Other Comments	Applicant comment in response	Changes to t post Stage 2 consultation relate to the
CF1	01/10/2025	[redacted]	Middleton Stoney - 1	No answer	No answer	No answer	No answer	No answer	Can the noise + vibration survey results be shared? Why were only 2 of the roads at the MS crossroads surveyed.	The full results of the noise and vibration assessment forms part of the submitted application (ES Chapter 5 and Appendices). This assessment had not been concluded at Stage 2 consultation due to the ongoing highways modelling (and so lack of all required data) at that time.	
CF2	01/10/2025	No Name	Middleton Stoney - 2	Middleton Stoney. In the wrong place, it will blight the area.	How many more times has J10 got to be rebuilt since 1990. 3 so far.	Dream on. People will use cars	The village needs a total bypass. Not half a job	All a dream	The risk of flooding to a lower level in Middleton Stoney. 4 houses have been flooded seriously twice in 4 years from water in fields.	Comments noted, including the concerns and scepticism regarding Travel Plan measures, and of the value of the proposed Middleton Stoney Relief Road (MSRR). The likely benefits of these elements of the proposals forms part of the submitted application, including in terms of the approximate 30% traffic reductions in Middleton Stoney (and associated noise and air quality improvements). Flood-risk is assessed in ES Chapter 9 (and appendices) - the drainage works proposed, including use of a range of sustainable drainage measures, will provide some betterment to down-stream areas with reduced risk of flooding in storm events.	
CF3	01/10/2025	No Name	Middleton Stoney - 3	No answer	Traffic mitigation plans don't go anywhere near far enough - so much proposed development in a region that is disconnected + fails to account for increased traffic in area.	Absolute Token Gesture - This is a warehouse proposal not a SRFI. Need to be honest about what you propose to do to redcue traffic in an already "over-trafficked" area	Middleton Stoney is already a huge pinch point - only way to mitigate it is to put a full bypasss in.	Doesn't go far enough	This is not a suitable location for a development of this size - Train Tracks not on appropriate line for what is proposed.	Comments noted, including the concerns and scepticism regarding Travel Plan measures, and about the value of the proposed Middleton Stoney Relief Road (MSRR). The likely benefits of these elements of the proposals forms part of the submitted application, including in terms of the approximate 30% traffic reductions in Middleton Stoney (and associated noise and air quality improvements). The proposed landscaping and Green Infrastructure proposed is significant, and accounts for some 60% of the total Application site area. This provides a range of benefits by way of mitigation, as well as biodiversity net gain, and enabling new public access to walking and cycling routes. The Chiltern Main Line is suitable for an SRFI, and as set out in the Application documents (including the Planning Statement), the OxSRFI proposals meet the defined criteria and requirements for an SRFI as set out in national policy (the National Policy Statement for National Networks).	
CF4	02/10/2025	[redacted]	Online - 1	No answer	The proposals are helpful in theory, but problems remain. 1. The M40 is frequently closed because of accidents, or traffic jams cause traffic to take a different route. This route invariably leads them through Middleton Stoney, a small village already inundated with heavy traffic from all directions. There need to be restrictions in place to actively prevent traffic (not just discourage it) from coming through the village. 2. Vehicles approaching from the south are far more likely to this, not only from the M40 but from the A34 which also sees frequent closures and traffic jams that vehicles, including lorries, try to avoid by driving through the village. For your proposal to work there would also need to be restrictions on heavy goods vehicles using the roads through the village entirely (not just a recommendation, but an enforced weight limit). You are also promoting 9,600 new jobs, which means almost 20,000 return journeys, most of which will be by car and many of which will come through Middleton Stoney (as noted in the next section, it is likely most people will still choose to drive).	These do not go far enough. It is still more convenient and ingrained in our culture for most people to drive, and taking the bus would need to be heavily incentivised / number of vehicles permitted on the site limited. Your employees will presumably be coming from a range of different locations at different times of day, and it will remain their default to drive unless strong measures are taken to prevent this. I understand that this equates to an extra 9,600 vehicles per day, or close to 20,000 journeys (assuming they don't even leave the site during the day).	No answer	Great in theory. However, the trees are saplings which would take more than a decade to grow to a height which would make a difference. They also seem to be entirely deciduous trees, which means no coverage in autumn, winter and early spring. An improvement would be a combination of mature deciduous and evergreen coverage.	The proposals do not take into account the large number of other sizeable developments in the area: the amount of traffic generated by these combined developments creates a huge and negative impact on Middleton Stoney. The heavy traffic is increasing from all directions, and nothing is being done to mitigate this. Please be aware of the huge proposed expansion at Heyford Park, the enormous amount of building at Bicester, the proposals for Puy du Fou etc. The level of traffic is hazardous to health: the air is heavily polluted, with cars and far too many lorries. It causes noise pollution, from the sound of engines and the loud rumbling of heavy vehicles. It is dangerous for people to walk on the very narrow pavements and cross the roads which have no pedestrian crossings. It is beyond inconvenient: already it is sometimes impossible to get into our own drive because of the long queues of traffic which will not let anyone through when moving as everyone is so desperate to get through the traffic lights when they are green. There need to be more measures in place to PREVENT traffic from entering Middleton Stoney (HGV bans in the village, cameras), and to positively encourage people to use public transport.	The indication of support for the intentions regarding improvements at M40 J10 are noted and welcome.The local problems around Junction 10 of the M40, and local concerns about through-traffic, including when the M40 is closed or congested, are well understood. The Transport Assessment (TA) models the road network, informed by direct and detailed input from the Transport Working Group (TWG) of National Highways and OCC Highways. The TA shows that the driving conditions (including reliability and journey times) will be improved by the OxRFI works, addressing or improving many of the existing challenges. The Middleton Stoney Relief Road (MSRR) will improve conditions in the village centre, with around 30% less traffic travelling through the village with the MSRR in place. However, the B430 will remain an official diversion route for the M40 in times of closure.The sustainable transport proposals are considered appropriate and comprehensive, and would see significant investment (in excess of £3m) to enhance existing or add new bus services to and from the site whicl would improve connectivity to, from and between a number of surrounding communities nearby while also enabling employees at the OxSRFI site to travel by public transport. New bus services will be defined to tie-in with shift changes where appropriate, and reviewed regularly as activity on the site evolves with time. In addition, significant improvements to walking and cycling routes, including off-road routes, will enable 'active travel' locally for commuting and leisure. The planting will include a range of specimen sizes from the outset, including some more mature specimens, but the majority of new trees will be planted as young trees. The new tree planting in total accounts for approximately 60ha across the application site as a whole. The planting mix is varied and would not be expected to consist of only decidious species.	

										The issue of cumulative effects has been addressed in the final submission, with considerable work undertaken since Stage 2 consultation. The TA is cumulative in nature, with the modelling undertaken explicitly including traffic from a wide range of planned (local plan allocations) and consented sites to provide a robust assessment of the likely effects of the additional traffic from OxSRFI in addition to the traffic already expected on the network as other sites come forward. Although not a standard approach, the TA and other parts of the Environmental Statement also provide consideration of non-committed potential future sites (including the Heyford Park 'new town' and Puy du Fou) based on information in the public domain. The TA shows reliability and journey times will be improved by the OxRFI works, addressing or improving many of the existing challenges even in the context of future traffic growth from other developments.	
CF5	03/10/2025	No Name	Heyford Park - 1	Clear but misguided. I'm sure there are better locations to serve the home Councils to the SE/SW of the country, given that there are already SRFIs fairly close to Ardley.	All the development proposals in the area should be rejected. Preserving rather than destroying, countryside should be the main priority in this area.	Not sure where people are going to walk or cycle from in order to get to the site. And, given the decrease in bus services post Covid, who will be paying to keep them going. This seems cosmetic rather than practical. Not to mention, unlikely to succeed.	The green washer facility was always going to come to an end. The bus gate was a ridiculous idea in the first place.	A blatant attempt to "green up" what is an abhorrant proposal.	I sincerely hope this plan does not come to fruition.	The general objection and concerns are noted, including with regard to other development proposals beyond the OxSRFI scheme itself. The proposals would deliver a range of measures to reduce carbon emissions and deliver environmental benefits, with DCO Requirements proposed to secure these measures, including high-efficiency buildings and on-site renewable energy. The proposed cycling and walking improvements are an important part of the 'active travel' and travel plan measures proposed, and include on- and off-road links.	
CF6	03/10/2025	[redacted]	Heyford Park - 2	No answer	No answer	There needs to be an attractive + direct cycle + ped crossing east <-->west between Heyford Park + the prospective Ardley Passenger rail station. The current proposals do not provide this. At the very least the proposed bridleway crossing point north of the rail frieght stationshould be a suitable standard (gradient of ramps/surface material) to connect into the passenger rail. County Council must ensure all developments are connected for walking +cycling	No answer	Scheme should seek to deliver muhc more than 10% BNG. Warehouses should include a scheme of bird/bat boxes. Lighting should be kept to a minimum	Better cycle/ped connections required to connect across all planned + future developments.	Comments noted regarding the importance of cycling and walking connections to and from Heyford Park - the scheme would deliver extensive new and improved cycle and walking connectivity, including to Heyford Park, and other nearby settlements including Ardley. While there are local aspirations for a new passenger Station (potentially on the site of the former Ardley Station), there is no formal proposals or confirmed business case, nor a confirmed site for any new Station (so ensuring cycling or other links to a new Station isn't yet possible). BNG is not mandatory for the scheme, but the submitted application details confirm that, despite this, it will deliver a 10% gain. The habitat mitigation and enhancement works include bat and bird boxes, as suggested.	
CF7	03/10/2025	[redacted]	Heyford Park - 3	Yes	No	I question if maximum opportunity is being made to futureproof this development in the context of other developments proposed (mainly Dorchester's application for 9000 homes & Ardley passenger station). Pedestrian & cycle routes from Heyford Park to potential new Ardley Station should be allowed for & bunds shouldn't prevent future connectivity.	No answer	These should be delivered alongside connectivity &public footpaths/cycleways including potential future routes if the Ardley Passenger station comes forward.	Do all the proposed footpaths provide connections for pedestrian & leisure routes for residents & employees. Providing connections to the proposed new town seems crucial. Have traffic assessments accounted for the proposed new town? Will there be outside space & circular walking routes for employees working there?	The point made about taking opportunities for 'future-proofing' are noted. The Applicant is aware of emerging proposals for a 'new town' at Heyford Park, and its reliance on a future new rail Station closeby, potentially at the site of the former Ardley Station. The Applicant has engaged in dialogue with Dorchester, and with OCC, about related issues, and a Passenger Rail Station Note is appended to the Planning Statement (Document 5.4, Appendix 3) confirms that the OxSRFI proposals would not prejudice a future station if it were delivered on the site of the former Ardley Station. The landscaping, and integrated new connectivity would enable easier access to desinations to the north of the Chiltern Line, including to any new future railway Station. However, were that Station delivered as part of the 'new town' (if approved), it would also be expected that other new links would be delviered via the new town site itself. The network of proposed walking and cycling routes within OxSRFI would enable circular leisure and other walking for residents and employees.	

CF8	10/10/2025	[redacted]	Online - 2	No answer	No answer	No answer	No answer	No answer	Completely irresponsible for the council or government to consider further development at OxSRFI until the existing developments in the region which have already put huge strain and damage into the surrounding infrastructure are addressed first. Local residents have been repeatedly let down by irresponsible and untrustworthy developers who have failed to put the appropriate infrastructure development work in place; have been disingenuous with sharing the impact of the increased traffic through surrounding villages and who have not followed through on the linked section 106 projects needed just to service existing growth.OXSRFi is a WAREHOUSE development project that will significantly increase traffic in the surrounding areas and put even further strain on a infrastructure that is already well beyond capacity. Mitigation plans shared at the recent consultation do not go anywhere near far enough for the size of the project and the suggestion that the Middleton Stoney relief road will only be built in phase 2 once income has started to come into the site is irresponsible, immoral and yet another example of a complete disregard for the consequences of development on this region. No further consideration for development should be given to any company until a comprehensive and joined up traffic mitigation plan is developed & delivered and surrounding villages are invested in to offset the damage already caused. In addition, given the raft of other major developments in the area (Puy de Fou; Heyford Park, Himley Village, Tritax and others) further projects need to be paused until the impact of these multitude of developments is addressed COLLECTIVELY rather than in isolation as is currently the case.	Comments noted including with regard to bad past experiences with developers not delivering appropriate infrastructure, or following through on commitments made. The Applicant has an excellent track-record of delivering major development sites, and has submitted a comprenhensively planned high-quality proposal with an appropriate package of mitigation to manage, minimise or avoid potential significant adverse effects. If approved, the DCO will require delivery of the scheme and mitigation as proposed, including the significant investment in new highways and rail infrastructure, and this can be enforced by the Local Authority. The phasing of the infrastructure is early in the build programme, ensuring new road links are in place as early as feasible. As a Nationally Significant Infrastructure Project (NSIP) the OxSRFI proposals will not be determined by the Local Authority, but will instead be determined by the Secretary of State for Transport. However the Applicant has worked closely with the Local Authorities (CDC and OCC) and will continue to do so. The submitted Transoport Assessment (TA) is cumulative in nature, with the modelling undertaken explicitly including traffic from a wide range of planned (local plan allocations) and consented sites to provide a robust assessment of the likely effects of the additional traffic from OxSRFI in addition to the traffic already expected on the network as other sites come forward. Although not a standard approach, the TA and other parts of the Environmental Statement also provide consideration of non-committed potential future sites (including the Heyford Park 'new town' and Puy du Fou) based on information in the public domain. The TA shows reliability and journey times will be improved by the OxRFI works, addressing or improving many of the existing challenges even in the context of future traffic growth from other developments.	
CF9	10/11/2025	[redacted]	Ardley - 1	No answer	There is still no "slick" route onto M40 Southbound from the new Ardley Bypass b430. All the extra HGV and all the extra domestic housing vehicles from Heyford Park will have to traverse the complex double roundabout and overpass bridge to reach the Southbound entry. I think there is merit in adding a simplified route from the new Ardley Bypass B430 using a flyover or similar that joins to the new M40 southbound entry sliproad. This takes a huge amount of strain from the complex overpass/double roundabout of J0. See attached map with drawing options.	No answer	No answer	I was dissapointed not to have a cross-sectional representation of the Heyford Park link road like you had done for there viewpoints. This makes me concerned that there are elements to hide about the landscaping, bunding and tree planting along Heyford Park link road.	No answer	Comments about the highways proposals and design at M40 Junction 10 are noted. These proposals have been assessed and modelled by the Applicant in conjunction with the Transport Working Group(TWG) including National Highways and Oxfordshire County Council (OCC), and followed an extensive period of 'optioneering' with numerous potential configurations considered, with some assessed as part of the iterative design process. The proposals would provide more reliable journey times than the current Junction 10 arrangements for local road-users and deliver additional capacity which would help address some of the existing issues and challenges, and are considered an appropriate form and scale of mitigation for the OxSRFI scheme, while also providing some wider improvements.	
CF10	17/10/2025	[redacted]	Online - 3	No answer	No answer	No answer	No answer	No answer	I oppose the freight trains,we have enough trains coming through,im one of the closest houses if not thee closest house to the train track..its already effect my work trains all the way through the night,I had to stay right next to clapham junction for a month,even their trains stop at midnight until 6am,which is a respectable time..my house shakes and there are cracks in the exterior walls and possibly through the living room floor..where have all these trains come from allnof a sudden?	Concerns about additional trains on the Chiltern Main Line are noted and the emphasis on night-time noise. However, the Chiltern Line does not allow night-time running, and this would not be changed by the OxSRFI proposals. The submitted application provides an assessment of the likely noise effects of the Proposed Development, including from the rail freight terminal.	

CF11	20/10/2025	[redacted]	Online - 4	Yes I do think your explanation is clear, I can see how this is justified but whether it will improve the lives of those who live in the are is entirely debateable	Doing more work at Junction 10 is very worrying. The M40 and the A43 have fairly recently been improved. Basically it would seem that all these improvements are going to be shelved in the light of more road works. There will inevitably be total chaos while these works are being done - years if a road around Ardley is going to be built. Yet again this does not improve the lives of those who live in the area, it makes the lives of those people and all those who commute on these roads a nightmare for years to come. It might settle down in about 10 years time but the existing landscape and people using the roads on a daily basis will be paying the price and will not agree with this project.	Quite frankly this does not make any sense at all. There are virtually no buses in this area, why would you suddenly put a bus going to this depot. Is it likely that people working there, probably on shifts and coming from all over the county and beyond are going to be able to make use of a bus - from where? As for cycling and walking, they already do that in any case and not to access a railfreight depot. Every time there is yet more development in this area we are all told fairy stories of wonderful public transport systems being put in place - it is a smokescreen to hide the scale of the development planned.	Getting rid of any bus gates has to be a good thing and sensible.	I am sure once this is finished - many many years away - the landscaping will look reasonable. It is the years and years of building and disruption that bothers me.	As ever with these large developments nobody seems to address the apparently smaller issues such as sewage and water. How is all this going to be dealt with. In the last few years we have had more and more development in this area, it is overbuilt to say the least. Nothing is ever done to cope with the amount of facilities that these developments require. This is why we in the villages are suffering with overflowing sewage pipes when there is a lot of rain. Are there going to be ponds incorporated to deal with the flood water that will have nowhere to go since all the fields will have been built over. Quite frankly I doubt any comments from anyone locally will make any difference at all. All these enormous developments are given planning permission, the lives of those that live here do not matter to central government any longer, these consultations are really a waste of all our time.	The recognition of the national policy context and drivers of need for the OxSRFI are noted and welcomed. The wearniness of more improvements at M40 Junction 10 is understood, however, unlike past incremental attempts to improve this key junction, the OxSRFI proposals would deliver a more substantial upgrade to the junction as a whole, and deliver more meaningful improvements in performance (capacity, journey times, and reliability). The proposed sustainable transport strategy including new and enhanced bus services will connect the site to Bicester and Banbury, and other communities along these routes, including enabling improved bus connectivity with major development at Heyford Park. Bus services will be integrated with shift change times at the OxSRFI site, and use will be incentivised and encouraged through Travel Plan measures. The strategy will be monitored and respond to changes in demand or needs in terms of bus services and timetables. The positive comment regarding the proposed landscaping is noted and welcomed, as are the concerns about the likely effects during construction process. The construction programme is as short as it can feasibly be, and the proposed Construction Envirommental Management Plan (CEMP) will help minimise or avoid advers effects on nearby communities. Support for the removal of the earlier proposed 'bus gate' is noted. The points regarding local drainage and water capacity are noted - the Applicant is in ongoing dialogue with Thames Water regarding water supply, but has agreed a point of connection for the foul drainage. In terms of storm events, the OxSRFI sustainable drainage strategy proposals will better regulate water discharge from the site, reducing the downstream risks of surface water flooding.	
CF12	26/10/2025	[redacted]	Online - 5	No answer	1) The planners should also bear in mind that there are also ongoing planning schemes underway to expand the North West Bicester Ecotown, expand Heyford Park by 13,000 homes and build a historical theme park at Puy de Fou. The Bicester Transport Model does not include these proposed development and traffic to and from existing developments (e.g. the Ecotown) has not been validated and may be underestimated. Will junction 10 and the lanes around Heyford cope with the increased traffic of all of these schemes put together? 2) Traffic modelling should consider what will happen to traffic when the M40 or the top end of the A34 is closed due to an accident or if lanes are closed due to roadworks. It would also be prudent to model peak times for Bicester Village (e.g. Black Friday). At present, huge amounts of traffic goes down the B430 and B4100 on days when the motorway is closed/clogged and OxSRFI will make this worse.	1) During construction: 1) The junctions on the B430 should be done one at a time to minimise disruption to local traffic and ensure that there is always a route free of roadworks. 2) The new Heyford Park link road must be opened before the slightly more northernly junction that leads from the B430 to Heyford is closed, to ensure that cars driving between Bicester and Heyford have an alternative route. 3) There is also a planning proposal as part of the Hawkwell housing development that proposed cutting off Bucknell Road by the Bicester Ring Road, as well as moving the Bicester Ring Road to go through a new tunnel under the railway. The timing of the work in Middleton Stoney should be done after these proposed works to ensure that there is always a clear route from Bicester to Heyford. 2) I am concerned about how many lorries will end up driving south along the B430 from the site towards the A34. The route south along the B430 goes through Ardley, Middleton Stoney and Weston on the Green. Even with current	I support these changes	No answer	Archeological excavations should consider the potential for dinosaur footprints as well as human activity.	The submitted Transoport Assessment (TA) is cumulative in nature, with the modelling undertaken explicitly including traffic from a wide range of planned (local plan allocations) and consented sites to provide a robust assessment of the likely effects of the additional traffic from OxSRFI in addition to the traffic already expected on the network as other sites come forward. Although not a standard approach, the TA and other parts of the Environmental Statement also provide consideration of non-committed potential future sites (including the Heyford Park 'new town' and Puy du Fou) based on information in the public domain. The TA shows reliability and journey times will be improved by the OxRFI works, addressing or improving many of the existing challenges even in the context of future traffic growth from other developments. The phasing of the proposed infrastructure reflects the desire to deliver improvements early in the build programme, balancing commercial and environmental considerations including minimising adverse effects, including temporary construction effects, on nearby communities.The proposals include an HGV Routeing Strategy which would see all HGVs arriving or departing the OxSRFI site doing so via the improved M40 Junction 10 to the north (via the new Ardley Bypass once open, prior to occupation of the site itself) - this would be enforced through ANPR cameras, and prevent HGV traffic associated with OxSRFI adding to traffic in villages south on the B430 corridor.Support for the removal of (not extending the lease of) the IVC green waste facility, if approved, is noted, as is support for the removal of the earlier proposed bue-gate from the scheme.The point made regarding potential dinosaur footprints (palaeontology), as well as further archaeological investigations, is noted and this issue has been considered. The geological layers at which the Ardley Trackways SSSI footprints were found is considerably deeper than the vast majority of the excavations required on the OxSRFI site, and so the potential for encountering similar features is considered low. However, this issue was raised in dialogue with the local authorities, and the proposed DCO Requirements includes a palaeontological 'watching brief' during relevant works as suggested by OCC.	

						traffic, there are often big jams around Middleton Stoney and the sliproads linking the B430 are extremely short, making it really dangerous for lorries to pull out onto the A34. What measures will be put in place to prevent lorries from driving south down the B430. 3) What measures will be put in place to reduce queues of traffic going northbound up the B430 up to the Middleton Stoney traffic lights? These often build up at normal times. 4) To reduce traffic between Bicester and Heyford, the No. 25 timing, frequency and reliability of the No 25 bus should be improved to allow more people to make that journey by bus rather than by car. The developer could also consider funding a school bus between Bicester and Heyford to reduce the impact of their highway works.			

CF13	29/10/2025	[redacted]	Online - 6	No answer	No answer	No answer	No answer	No answer	I received a 4-page consultation document dated 23rd September 2025 & therefore I attended one of the exhibitions. My comments arise on other matters which I do not understand to have been covered by boxes 1-5 above. 1. As I live in Wendlebury I do not think that sufficient attention has been paid to the fact that the B430 from the turn-off north from the A34 to Western-on-the-Green - Middleton Stoney - Ardley - Junction 10 M40 and southwards from Junction 10 M40 is frequently congested because of the problems of the A34 leading to Junction 9 M40 and to the A41 BEYOND junction 9. Also the congestion to leave at J9 M40 often tails back to under the B4030 over bridge. I asked a few people at the exhibition because I could not see sufficient details on the boards at the exhibition. I was told that there will?/may?/might? be an additional access lane from the A34 northwards onto the M40 northwards at Junction 9. I found someone to talk about drainage if this were to happen. Additional hard surfaces increase speed of run-off onto the land and Wendlebury Brook, along the village street, is already vulnerable to the speed of run off into the brook upstream from the M40. 2. I was told at the exhibition that the ROAD VEHICLES, involved in regrouping rail freight goods to the road, via the warehouse/sheds which will be constructed opposite the Ardley recycling plant; 'would be told to return to J10 M40' and not go via the B430 to Western-on-the-Green to gain access to J9 M40 or via the proposed Middleton Stoney Relief Road Junctions 14 and 16 (Page 3 in the delivered leaflet) to Bicester and then to A41 to Aylesbury or to J9 M40 and Motorway or to A34 southwards. How could such an 'instruction' be enforced? These days, in 2025, when sat nav north of J10 M40 shows that J9 M40 southwards is tailing back on the M40 then traffic exits at J10 M40 and goes down the B430 and the B4030 to avoid the bottleneck at J9 M40. 3. The B430 is an ordinary road it is not a dual carriageway. 3.1 Highways Improvments map (page 3 in the delivered leaflet): Proposed "New Junction" on B430. This does not seem adequate to cope with flow from A430 and Middleton Stoney relief Road (proposed junction 16 to proposed junction 14). When you add in the proposed junctions 11,12 and 13 in the light of the national proposal for a new town of at least 9,000 additional houses at Heyford Park, the four intersections: 11-14 - seems totally inadeqaute. 3.2 The Heyford Park residents in the 9,000+ houses proposed would have to access the road networks and also travel to Bicester for the local facilities, employment and passenger rail transport to London, Oxford and the East West passenger service passing through Bicester. 4. I understood at the exhibition that the idea of a passenger railway station is not part of the OxSRFI remit that across the tracks from the intermodal rail terminal there is still space from the pre-1960s passenger station at Ardley to have a passenger station again in the future. This possible project in which the OXCC has stated an interest in 2025 would never be possible if there is no	Comments noted from the perspective of a Wendlebury resident. Responses to key issues are provided below:- The proposed highways works do include improvements at Junction 9 of the M40 as well as improvements at Junction 10 - the Junction 9 works seek to mitigate the potential additional traffic using that junction, and are cognisant of other works proposed at that junction as part of development being proposed adjacent to Junction 9 - the approach to the assessment of, and mitigation at, Junction 9 has been discussed and agreed via the Transport Working Group of National Highways and OCC Highways (and Cherwell District).- The HGV Routeing Strategy would ensure HGVs arrive and depart at the OxSRFI site from the north, avoiding impacts on communities and the road network south on the B430 - this would be enforced via ANPR cameras, and an associated system of fines.- The Transport Assessment (TA) takes into account all consented and planned growth (or 'committed' development) working from lists of other development sites agreed with the Transport Working Group . In addition, consideration has also been given to the potential for effects associated with other, non-committed (i.e. not yet determined) planning applications referred to in these comments, including the 'new town' at Heyford Park, and the Puy du Fou leisure scheme. The Applicant understands the applicants for those other planning applications in the area are also being asked to consider cumulative issues to ensure local decision-makers have an appropriate understanding of potential issues and/or need for additional mitigation. The OxSRFI proposed highways works deliver mitigation for its traffic when assessed in the context of other planned growth, plus some betterment in terms of performance and capacity on the nearby road network - the highways works are appropriate for the OxSRFI scheme, albeit other sites, if approved, may be asked to also provide further mitigation and improvements elsewhere on the network.	

									connection out of Heyford Park for residential road users to navigate their way through and around the large warehouse sheds to reach a passenger station in Ardley. I consider that 2 National projects, SO NEAR EACH OTHER, should be considered together for the long-term future. If this is not done NOW there will be a similar disaster to the one years ago which in 2025 requires the reconstruction of Junction 10 and improvement to poor connections from J10 M40 and the connection to the A43 are known, and remembered, locally even more than 20 years ago.		
									5. Infrastructure 5.1 Adequate electricity supply to the warehouses and other structures. I consider that this coud be a serious problem without planning carefully in view of the other national proposals for the 9,000+ houses at Heyford Park. There are already problems in the Bicester area with effective supply to industrial projects involving machinery. 5.2 It is essential for OxSRFI to assess the likely fresh water supply pressure and adeqaute foul water treatment foul water treatment for the same reasons as with regard to electricty supply. Conclusion: A great deal WAS made in the printed leaflet and in the large exhibition panels of the consideration of environmental factors to which attention has been paid in this proposal. Citizens are not persuaded by this; they know that the immediate environment will be destroyed and take years to partially re-establish in new hedgerows and trees and planting. Nothing can counteract the enormous number of truck movements 24/7 between the terminal and the warehouse structures: with noise, lights, air pollution and then road movements away from the terminal complex. Bicester is already known as 'shed town' because of the exitsing warehouses to the west and east and the planned employment buildings to the south on A41 from Bicester to J9 M40. Residents are quite used to seeing enormous trucks and lorries using roads that they 'are not supposed to'. Please consider several factors above which I have not read, seen, or heard, explained sufficiently to me so far.	The power and other utilities required by OxRFI can be secured and delivered. are fully assessed and considered in the Environmental Statement (ES), including those effects associated with the proposed development of this currently largely agricultural site. The ES ensures the decisoin-maker has a good understanding of the likely effects - both adverse and beneficial - should the scheme be approved.	

CF14	31/10/2025	[redacted]	Online - 7	No- there is no infrustructure in place for this to be anything more than a heavy goods vehicle 24hr a day centre- no rail approved to meet this project.	They are not nearly enough to handle just heyford park proposed housing project- let alone this plan or the attraction projects using the same off ramp. All side roads still country lanes not nearly big enough to manage traffic flow and not maintained for current road use- they will crumble with more	You can't even catch a reliable bus to bicester. Roads not wide enough or equipped for lorry vehicles & cyclists. No walking paths that are safe to get to either end of the village. Everyone blames each other for nothing matching up or taking ownership for actioning FULL route from M40 to bicester or heyford park.	No	Would not change noise, light & air pollution from so many heavy goods lorries. This is jot a rail to van project- you have no confirmed rail investment & it will be another HS2 disaster.	No planning for roads, traffic management and environment around this location- should not be approved to go ahead before infrastructure is in place to handle just building this, let alone the daily running	Comments noted, including the concerns regarding the need for highways infrastructure improvements, including the desire to see early delivery of infrastructure - the submitted application includes proposals to deliver key elements of the proposed new infrastructure as early as feasible in the construction programme, including the Ardley Bypass. Similarly, the proposed rail terminal is proposed to start early and be available for use early in the operational phase - the required level of initial rail freight paths have been identified, and are deliverable. The highways mitigation proposals take into account traffic expected from a wide range off committed and planned sites (as part of a cumulative assessment), and the application has also given consideration to the live but not determined proposals at Heyford Park and the leisure proposals east of the M40 (Puy du Fou).The proposals include significant investment in new and improved bus services to serve the site and these will improve the bus connectivity for a number of nearby communities, enabling more frequent travel to and from key centres nearby, as well as the OxSRFI site itself.The application includes comprehensive assessments of likely effects with regard to lighting, noise and air quality - there are no likely residual significant effects with a range of mitigation and design measures proposed to minimise effects.	
CF15	11/01/2025	[redacted]	Online - 8	Yes - its clear	In addition to the OxSRFI project there are within a 5km radius of Ardley the following: - A'New Town' at the former RAF upper Heyford Airbase. The immediate plan is for 9,000 new homes, an ambition in the future to reopen the Ardley Rail Station. - Puy du Fou (PdF), a French company, have submitted plans for a 'Show Park' near junction 10 of the M40 motorway, north of the village of Bucknell, near Bicester. The number of visitors are projected to be approximately 1.5 million per year. - Albion Land and Tritax Symmetry have submitted plans for approximately 370 acres of arable farmland close to Junction 10 M40, the A43 and B4100 (Banyards Green), to become warehousing and offices, with modifications to the Baynards Green roundabout. Much of this has already been approved. - In addition, there are significant growth plans for the nearby town of Bicester. Doubling the population to around 50,000 people. Have all of these been taken into account as part of the transport strategy? The government have identified Upper Heyford as one of the 12 'New Towns'. As part of that, there is a proposal to open up Ardley Train station. This is not shown in any of the OxSRFI plans - surely it would make sense to incorporate this at this stage - link road from Upper Heyford to the station, access road from the B430 and car parking?	No comment	No comment	No comment	The plans currently state that the Ardley bypass and the Middleton Stoney relief roadwill be in place before the OxSRFI is operational. This means there will be years where all the construction traffic and materials will be passing through these villages - adding to the already congested roads. The bypass and relief roads should be in place before construction on the site starts.	The concerns about potential future cumulative effects are understood. The Transport Assessment (TA) takes into account all consented and planned growth (or 'committed' development) working from lists of other development sites agreed with the Transport Working Group of National Highways and OCC Highways (and Cherwell District). In addition, consideration has also been given to the potential for effects associated with other, non-committed (i.e. not yet determined) planning applications referred to in these comments, including the 'new town' at Heyford Park, and the Puy du Fou leisure scheme. The Applicant understands the applicants for those live planning applications are also being asked to consider cumulative issues to ensure local decision-makers have an appropriate understanding of potential issues and/or need for additional mitigation. Comments noted regarding proposed highways works phasing - however, the timing of the proposed delivery of the Ardley Bypass (and associated site access) is as early as is feasible in the construction programme to minimise the period during which the construction process takes place in advance of that new infrastructure. The Environmental Statement (ES) includes assessment of the likely effects of the construction process in the context of that programme, and the proposals include measures to minimise or avoid likely effects.	

CF16	11/01/2025	[redacted]	Online - 9	No there is no need. With planned HGV technology trucks will have close to zero emission. The location is not suitable for expanded HGV raffic loading and unloading will massively increase traffic.	No answer	No answer	No answer	No answer	The bubble has burst on the need for more warehousimg... nobody can give me any company name, of companies waiting to sign up.	The 'need' for the proposals is partly established by national policy (the National Networks National Policy Statement) which identifies a 'compelling need' for additional SRFIs, and by work undertaken by the Applicant set out in the Market Analysis Report (Document 7.1).The comment regarding a lack of named occupiers is noted. It would be unsual, although not unheard of, to have a named occupier committed to a scheme at this stage in the planning process. On submission of the application in Spring 2026 it will be a further 15 months or so before a decision is taken, and on the basis of an approval (which is clearly not guanteed), it is then a further 18months or 2 years until the first building might be operational. With much uncertainty remaining, it would be unsual for a named occupier to 'sign-up' formally to a proposal. However, the Applicant has had, and remains in, active contact with a number of prospective future occupiers of warehousing on the site. However, GBRailfreight are named as the intended operator of the OxSRFI rail terminal if the proposals are approved, and they have been working with the Applicant for some time.	
CF17	11/02/2025	[redacted]	Online - 10	Yes	Yes. Recognised. Designated routes for HGVs without doubt requires enforcement probably by cameras??	No	No	No	Insufficient consideration given to junction 9 of the M40 & its overcapacity both from southbound M40 exit (up to 1 mil tailback on the slip road at times) & on the southbound A41 from Bicester at juntion 9 causing gridlock & rat running through local villages.	The scepticism regarding the highways information, and landscaping proposals is noted. Improvements to Junction 9 of the M40 form part of the proposals, as well as the comprehensive upgrade proposed to Junction 10. These proposals have been assessed and modelled by the Applicant in conjunction with the Transport Working Group (TWG) including National Highways and Oxfordshire County Council (OCC), and followed an extensive period of 'optioneering' with numerous potential configurations considered, with some assessed as part of the iterative design process. The proposals would provide more reliable journey times than the current Junction 10 arrangements for local road-users and deliver additional capacity which would help address some of the existing issues and challenges, and are considered an appropriate form and scale of mitigation for the OxSRFI scheme, while also providing some wider improvements.	

CF18	11/02/2025	[redacted]	Online - 11	The explanation for proposing the SRFI in this location is not entirely clear in that it doesn't take account of the rural nature of the surrounding area or the developments already taking place. This part of north Oxfordshire is characterised by its location in the heart of middle England. It is a landscape of unspoilt countryside, picturesque villages with many thatched Cotswold stone cottages bringing a peaceful British charm to an area where people enjoy bringing up their children, gardening, walking their dogs etc. In addition, the area around the proposed site is rich in wildlife and supports important ecosystems. Developing a rail freight interchange would cause significant habitat destruction and disrupt local flora and fauna. Irreplaceable green spaces and agricultural land would be lost, reducing biodiversity and the ecological value of the region. I urge the council to consider the long-term environmental consequences. Residents in the villages surrounding Heyford Park are already suffering from increased noise, light and other types of pollution, as well as increased traffic, including HGVs, generated by the ongoing development. The proposed SRFI would be the final nail in the coffin for the area.	The proposed improvements to junction 10 of the M40 will cause unnecessary upheaval and misery in view of the climate emergency that is imminent The Intergovernmental Panel on Climate Change say urgent action is needed to try and limit the most catastrophic effects of these climate changes. The Climate Change Committee in the UK has gone further, saying that significant climate effects are already present and will intensify considerably over the next few decades, necessitating urgent adaptation measures and a rapid reduction in global emissions to mitigate the worst outcomes. So the necessary reduction in consumption and imports, generated by the upheavals, will make the SRFI a worthless asset, certainly within 20 years.	The Cumulative Effects Assessment (ES Chapter 16) acknowledges the Heyford Park development but fails to adequately assess the combined impact on local villages of: • Existing Heyford Park traffic increases on local roads • Proposed OxSRFI and Tritax warehousing traffic increases • Traffic growth on the B4030 corridor, the B430, A43, A34, A4260 and the M40 itself. The local infrastructure is not designed to accommodate the heavy flow of freight traffic that a rail interchange would bring. The increase in road traffic would create significant congestion, particularly in areas already prone to high traffic volumes, such as the A43 and A34. The additional strain on local roads, including possible road widening and upgrading, would cause disruption to daily life for residents and raise concerns about road safety. Additionally, the economic burden of investing in infrastructure improvements would fall on local taxpayers, and this money could be better spent elsewhere.	I see what you are doing here – trying to get people embroiled in the detail – forgetting the fundamental fact that we should be conserving every acre of green space for growing trees and food to try and enable life on earth to continue.	Biodiversity Net Gain (BNG) as a concept is attractive, but in reality it cannot work. Organisations such as Friends of the Earth have concerns about its ecological impact: • Enormous habitat loss: BNG does not address the root cause of habitat loss, potentially leading to 'environmental deserts' rather than true biodiversity recovery. • Complex needs of species: The current approach may not sufficiently consider the complex needs of many species and habitats. • Metric flaws: The algorithm used for the BNG metric has been criticized for potentially devaluing valuable habitats.	While the development is being promoted as a catalyst for economic growth and job creation, there is little certainty about the long-term viability of the project. Changes in global supply chains, shifts to digital logistics, and growing emphasis on sustainability could render such large-scale freight interchanges obsolete in the future. The risk of long-term under-utilisation could leave the area with a vast, underused industrial site, leading to financial strain and an unsightly, unproductive landscape. The jobs created may not be enough to outweigh the negative consequences for local residents, particularly if they come at the cost of the region's charm and farming capacity. In conclusion, I believe that the proposed rail freight interchange at Heyford Park represents an unnecessary and damaging development that would harm the local environment, reduce the quality of life for residents, and create long-term economic risks. I urge you to carefully reconsider this proposal.	Comments and objection to the principle of the OxSRFI proposals are noted, including the view that the improvements to M40 Junction 10 will only deliver negative outcomes.The submitted ES includes an assessment of the proposals in the context of Climate Change (ES Chapter 15), which includes a carbon management plan and other technical information regarding the range of measures proposed or integrated within the scheme to reduce carbon and other emissions in the context of climate change mitigation and adaptation, and in the context of UK carbon budgets. The ES also directly considers and assesses potential likely effects in terms of noise, air quality and lighting (among other issues), and confirms no significant residual effects with proposed design and mitigation measures in place.The cumulative effects of OxSRFI with all other planned and committed development are assessed in the submitted ES, with considerable work completed since Stage 2. The submitted Transoport Assessment (TA) is cumulative in nature, with the modelling undertaken explicitly including traffic from a wide range of planned (local plan allocations) and consented sites to provide a robust assessment of the likely effects of the additional traffic from OxSRFI in addition to the traffic already expected on the network as other sites come forward. Although not a standard approach, the TA and other parts of the Environmental Statement also provide consideration of non-committed potential future sites (including the Heyford Park 'new town' and Puy du Fou) based on information in the public domain. The TA shows reliability and journey times will be improved by the OxRFI works, addressing or improving many of the existing challenges even in the context of future traffic growth from other committed developments. The objections or concerns to the concept of Biodiversity Net Gain (BNG) and the metrics used to calculate it are noted - the Applicant is applying the national (DEFRA) metric and has ensured the scheme will deliver in excess of 10% BNG, despite not being mandatory for this project. The scheme will retain some key habitats and ecological features, and deliver a range of additional or enhanced habitats, includiing increased water based habitats and significant additional woodland and other habitats compared to the baseline. The OxSRFI proposals are a direct response to national policy which sees enabling a shift of freight from road to rail as a key element of the long-term strategy for transport and economic development, linked in part to objectives to deliver a significant growth in rail freight by 2050. There is an identified need for SRFIs, and the proposed development will help address some of that need, while delivering a range of environmental and economic benefits.	

CF19	11/04/2025	[redacted]	Online - 12	No, looking at all of the different displays at the ardley/fewcot consultation, I could not see anything that actually showed why this was a strategic location. The return on the economy in the area was low. But I also don't expect this to impact the local economy greatly, as a strategic rail freight should be a county wide benefit. Everything on what was shared, shows no investigation in to why this location is strategic for the country. Based on Oxfords economy, which is mainly research, development, fintech, and tourism there is little to no strategic benefit for the country in having it at this location. The GVA per employee was also low, far lower than the surrounding area, and the documents talk about brining in employees from Banbury. So overall, I see this has a low value for the local area, but also low value for the country wide impact. I have really struggled to gain any understanding as to why this is a strategic locations. Even when asking at the consultation not a single person could answer anything other, than it must be, because why would we be spending £1b to build it. I went to this consultation with an open mind, as I am massively supportive of infrastructure investment. And came away sorely disappointed that this location seems very poorly thought out, with little about it being strategic, other than in name.	I think the entire developments of the local area need to be assessed as one for the highways perspective. The current process doesn't work. With everything planned J10 needs significant work, more so than what's proposed. I'd go as far to say that we need an additional junction, with a Junction 10a and 10b that feed different developments	I disagree with most of the assessment as it focused on the travel too and from the site, but none of the wider impacts. Bus services are already undersupplied from what should be provisioned, the plans talk about brining in employees from outside the area (I assume due to the GVA per employee being much lower than other planned works and what's available in the area) therefore majorly increasing traffic and travel. The implementation of this will also have a direct impact on the future Ardley rail station that will be drastically needed with all other developments going on in the area. In addition to that I asked about what we need the rail for in the local economy, and the only answer that could be given was Tesco. And that still needs transport by HGV!! The location is so poorly thought out that even the plans itself says it will increase HGV movements by 300 a day!	Removing the composting facility I personally feel is a very bad idea. We should be striving for more green energy, and a project like this will require even more energy generation. I'm disappointed there was nothing on the rail being electrified. I always thought the bus gate was a bad idea. The whole project feels like it's something based on an economy of the past, and not looking to the future at all.	While technically it's possible to argue a net gain, it's a very tenuous argument. From an environment impact perspective, this is not a net gain, it is a loss of green space, a loss of green energy generation facilities, and increase in direct transport emissions, and increase in on road HGVs and there for wider indirect transport emissions impacts too. The timeline for implementing the boundary is also excessive, unacceptable and needs to be in a way that provides proper biodiversity in parallel with the construction, not a 'potential net gain' that takes 15 years to come to fruition.	I have been pro every single development in this area, from great wolf, poy du fue, extra housing, rail etc. I was expecting to be positive on this too, as I was expecting there to be an actual strategic plan behind the location. When looking at the plans in depth and taking with the team during the consultation, there is nothing strategic about this, other than some bit of rail already exists. It feels like some stuck their finger on the map between to points, and didn't look any further than that and put together some documentation to try and make out it is strategic, which after any scrutiny completely falls apart. The benefit to the local area isn't there as GVA per employee is lower than other developments, and when you take into account the scale and size of this; that makes this even more questionable. The strategic part of this makes no sense, what is being transported, and between where? Oxfordshire already has on railway that makes sense strategically and that's at Plant Oxford MINI. There isn't any large manufacturing here that needs to be shipped by rail. There is no information on the wider economic impact for the country, and based off Oxfordshire main economic exports, I expect that's because there aren't many.	Government policy (and legislation) define schemes of this nature and size as 'strategic' rail freight interchanges - this term is therefore not one speficially chosen or applied by the Applicant. However, the site's location is strategic in terms of it's connectivity to national road and rail networks (key criteria set by national policy), and its location which means a significant portion of the UK population are within a 4 hr drive, making it a key location for strategic distribution/logistics development. The M40 corridor is underserved by strategic distribution sites, and does not include an SRFI.The proposed sustainable transport strategy will enhance bus connectivity in the area as a whole, enabling more journeys via bus to local destinations, not only to and from OxSRFI. The relationship with the aspirations locally (by OCC, and Dorchester) for a potential new passenger station are understood, and the relationship between OxSRFI and a potential Station have been considered. The Passenger Rail Station Note (Planning Statement, Document 5.4, Appendix 3) confirms that the OxSRFI proposals would not prejudice a future station if it were delivered, as has been suggested, on the site of the former Ardley Station.The concerns about the loss of the green waste composting (IVC) are noted, although the Applicant notes this facility does not generate power (unlike the nearby, off-site 'energy from waste' facility which will remain in place).The objections or concerns to the concept of Biodiversity Net Gain (BNG) and the metrics used to calculate it are noted - the Applicant is applying the national (DEFRA) metric and has ensured the scheme will deliver in excess of 10% BNG, despite not being mandatory for this project. The scheme will retain some key habitats and ecological features, and deliver a range of additional or enhanced habitats, includiing increased water based habitats and significant additional woodland and other habitats compared to the baseline.The comments and questions about economic need and value are noted - since Stage 2, the Market Analysis Report has been completed and forms part of the submitted application (Document 7.1). This, plus the socio-economic Chapter of the ES (Chapter 12) help set out the likely economic impacts and market context - contrary to the comments made, there are significant flows of freight relating to numerous key sectors of the economy between ports and cities across the UK. The OxSRFI proposals are a direct response to national policy which sees enabling a shift of freight from road to rail as a key element of the long-term strategy for transport and economic development, linked in part to objectives to deliver a significant growth in rail freight by 2050. There is an identified need for SRFIs, and the proposed development will help address some of that need, while delivering a range of environmental and economic benefits.	

CF20	11/04/2025	[redacted]	Online - 13	Whilst a policy context is provided there is limited explanation as to the need for a strategic rail freight interchange in the area i.e. that there is any broader demand outside the curtilage of the site. Access to potential end users in Bicester is limited by proposed restrictions on the B430 route and should be better explained? What measures are proposed to encourage use of the facility by potential users (offsite)	The geographical relationship of J10 to Ardley village is poor as there is no transition from high speed road into the village environment and this is currently poorly managed. The proposed arrangement retains an oversized geometry and poor legibility for drivers of the change in character into the village. The proposals should allow for the closure of the southern end of station road (at the railway bridge) potentially by reconfiguration of the Ardley Road junction possibly as a mini-roundabout? Ideally the local roads would be reconfigured to close the direct access into J10 altogether i.e. access the village indirectly from a new junction on the bypass. The proposed layout of J10 is complex particularly from a legibility perspective of users headed to the A43 north. The diverge for the second merge, which will to take the majority of the demand is substandard and it is unclear whether the anticipated benefits would be realized.	The walking and cycling routes are generally a positive development including the establishment of routes across the M40. More detail is needed to understand the precise nature of the routes. In particular a route between Ardley and Heyford Park is needed which does not require users to navigate through the middle of the logistics park. Whilst such a route is indicated it is unclear if this is a utility route suitable for journeys to school etc (lit, bound surface, suitable gradients) or a recreational route. It should be the former. The turbo lane around the site access roundabout is undesirable from a walking and cycling perspective and it is unclear why this is being promoted. Across the motorway are appropriate parapet heights proposed/separations from traffic. The public transport strategy is not ambitious at 8% as other Oxfordshire employment sites such as Milton Park report up to 27.5% bus use. A similar model should be considered here. The benefits of the additional services do not benefit Ardley and a integrated approach should be considered including whether the structure of the road network for Ardley could be adapted to allow it to be served by buses potentially by removing the turbo lane and/or providing a left bus only slip? Should Banbury services route via the B4100 rather the B4260 and/or extend through to Bicester?	It is unclear why a WS2+1 carriageway is being promoted now for the bypass and whether the alignment complies with co-ordinated link design philosophy. If not is the proposed speed limit appropriate and does overtaking need to be controlled? It would be helpful if geometry could be reported both in horizontal and vertical and visibility envelopes were shown.	Screening of the site and the roads is important for the local community. These should be established as early as possible	No answer	The proposed OxSRFI is in a location which will meet an identified national and local need for additional strategic warehousing, and will deliver this in a way which maximises the potential for freight to be moved from road to rail. The highways proposals in terms of their purpose, and the capacity they would provide, are set out in the submitted Transport Assessment, and are shown on the various Works Plans and Highways Plans which form part of the application. The technical design and characteristics of the roads proposed has been developed in liaison with the Transport Working Group of National Highways and OCC Highways, and Cherwell District Council), and follows design and safety standards. The Applicant understands the value in seeking to plant screen vegetation eatly where possible to help establish screening to infrastructure and other development - that is the proposed approach at OxSRFI.

CF21	11/04/2025	[redacted]	Online - 14	No answer	No answer	No answer	No answer	No answer	In response to the Stage 2 statutory consultation into the proposal to develop an Oxford Strategic Rail Freight Interchange (SRFI) on land located to the east of Heyford Park. I am opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe this proposed development raises numerous issues for both current and future residents of Heyford Park. This includes:• The impact on the location and surroundings of Heyford Park. The proposed SRFI includes significant development of the land immediately adjacent to Heyford Park, including approximately 6.5 million square feet of warehousing. I am concerned that if approved, this will lead to a loss of green space and open countryside, reduce residents access to countryside activities, and contribute to the worsened mental health of residents. • The impact on the historic environment. The proposed SRFI includes development of land directly adjacent to Heyford Park, and abutting the former RAF runway. The former RAF Upper Heyford airbase is designated as a conservation area, reflecting the role that the airbase played in the Cold War years. The proposals submitted by ORL show that the warehouse buildings will be visible from the runway, which I believe will damage the unique cultural and historical landscape which contributes to making Heyford Park a desirable place to live. • The scale and length of disruption. The SRFI proposal, if approved, would include a long period of development time, during which there would be considerable disruption, noise, pollution and traffic works. I believe this disruption – the noise, air pollution and	These comments and objections are noted, including with regard to potential impacts on future possible residents of Heyford Park. Key points in response are set out below:- OxSRFI would increase access to green spaces and to the site as a whole - the proposed Main Site currently has limited public access (PROW which cut across or within the site), and there will be additional walking and cycling routes and greater connectivity and opportunity to easily reach local destinations with the scheme in place than currently.- The application (at Environmental Statement (ES) Chapter 10) includes an assessment of potential effects on the historic environment, including on nearby Conservation Areas at the former Upper Heyford Airbase and elsewhere, and other heritage assets (including scheduled monuments and potential archaeology). The methodology, and conclusions, have been discussed with Historic England and Cherwell DC. The assessement identifies likely 'less than substantial harm'.- The likely effects of the construction process are considered and addressed in the ES, with mitigation set out in a framework Construction Environmental Management Plan (CEMP, ES Appendix 2.3, Document ref 6.2C) which helps minimise or avoid significant effects during that period.- Transport infrastructure including highways forms a major element of the proposals, and of the assessment in the ES. The relationship with the aspirations locally (by OCC, and Dorchester) for a potential new passenger station are understood, and the relationship between OxSRFI and a potential Station have been considered. The Passenger Rail Station Note (Planning Statement, Document 5.4, Appendix 3) confirms that the OxSRFI proposals would not prejudice a future station if it were delivered, as has been suggested, on the site of the former Ardley Station.- The likely environmental effects, including some likely benefits, are set out in the ES (document series 6), and summarised in the Non-Technical Summary (Document 6.30). The OxSRFI will deliver a net gain (in excess of 10%) in biodiversity, despite not being mandatory to do so. There are no significant likely effects regarding noise or lighting on Heyford Park (current or future residents).- The ES includes an assessment of cumulative effects - the Transport Assessment (ES Appendix 3.1) takes account of the traffic from an extensive list of planned and committed developments including the planning permissions at Heyford Park, and also has regard to uncommitted but potential future schemes including the Heyrford Park 'new town', and Puy du Fou leisure park.- The Applicant's	

									traffic changes – will all be detrimental to the current residents of Heyford Park, who live on land directly adjacent to the proposed development. • The impacts on transport links in the local area. I am concerned about the considerable increase in traffic on local roads created by 9,6000 members of staff and hundreds of HGVs arriving at the site per day. I am also concerned that the proposal would prevent future plans for a passenger train station on the site of the former station at Ardley, which is vitally needed for the people of Heyford Park. • Environmental impacts. I am concerned about the environmental impacts of the proposed SRFI, including the impact on biodiversity and wildlife, as well air quality and noise and light pollution of our local area. • Impact of multiple proposed developments. I am concerned that the proposal does not take into account the many proposed developments in the area, including new homes, other warehouses, and a theme park. These developments, when considered together, risk irreversibly damaging our local area and creating uncontrollable levels of congestion. I am opposed to the opposed to the development of an SRFI by Oxford Railfreight Limited on land adjacent to Heyford Park. I believe the proposed development raises numerous issues for the residents of Heyford Park, which are not outweighed by any of the proposed benefits.	assessment of the overall 'planning balance' of impacts and beneits is set out in the Planning Statement.	

[ ] September 2025

Dear [ ]

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire

We are writing to you to consult you on the above proposals.

Our first consultation ("the Stage 1 Consultation") ran from **9 May 2022 – 4 July 2022**.

This is our second consultation ("the Stage 2 Consultation") and will run from **23 September 2025 – 4 November 2025**. This consultation is our full statutory consultation and will be carried out pursuant to sections 42 and 47 of the Planning Act 2008 ("the Act").

We are also placing notices of our proposed application in local and national newspapers as is required under section 48 of the Act in respect of a statutory consultation. This is to ensure that the consultation reaches as many people as possible who may wish to express a view on the proposed development.

We are consulting you because we believe that you are within one of the categories below:

1. **You are a statutory consultee, being a prescribed body set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 or a Local Authority under section 43 of the Act;**

2. **You have, or may have, an interest in land which is the subject of the current proposals. You may have already been separately contacted by us, or our consultants, in that regard; or**

3. **You are another person or body to whom we believe our proposals may be of interest.**

Item 2 above mentions an *interest in land*. For the purposes of the Act, this includes the following:

- you are an owner, lessee, tenant or occupier of land which is within the proposed application boundary;
- you have an interest in the land or have the power to sell or convey some of the land which is within the proposed application boundary; or
- your property or land may, in due course, be affected by the carrying out or use of the development which may entitle you to bring a claim for compensation in the future.

We, Oxfordshire Railfreight Limited ("the Applicant"), will in due course be submitting an application for a Development Consent Order ("DCO") to the Planning Inspectorate (PINS). The application will seek authority for the construction, operation and maintenance of a strategic rail freight interchange, warehousing, highway works and associated infrastructure. That application, if accepted, will be examined by PINS and a recommendation will be made to the Secretary of State for Transport who will then decide whether or not to approve the DCO.

The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;

- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;

- works to the Ardley tunnel to provide W8 gauge through the tunnel.

- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;

- demolition of existing structures, and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;

- improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to Main Site;

- a Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;

- a Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;

- the principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site;

- highway works to be carried out in connection with the improvement of J9 of the M40 motorway;

- additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout;

- measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;

- retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities;

- retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity;

- associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

Consultation

This Stage 2 Consultation is being undertaken to receive feedback on the current proposals for the scheme. We will consider all responses to the consultation, and they will inform the final scheme which will be the subject of the Stage 2 Consultation.

The consultation period will last for 6 weeks and will run from 23 September 2025 until 4 November 2025. **The deadline for receipt of consultation responses is 11:59pm on 4 November 2025.**

The consultation material is available to be viewed or downloaded from the project website, www.oxsrfi.co.uk. This includes drafts of the following application documentation in addition to a number of other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

Commented [ES1]: Are we happy with this suggested approach to listing only specific docs?

- Guide to the Application
- Project Overview Document
- Location Plan
- Parameters Plan
- Illustrative Masterplan
- Preliminary Environmental Information which will inform the final Environmental Statement;
- Development Consent Order;
- Explanatory Memorandum;
- Planning Statement;
- Design Approach Documents;
- Works Plans;
- Highway plans;
- Rail plans and rail report; and
- Commitments Register.

If you have any difficulty accessing or downloading the documentation please do not hesitate to get in touch using one of the contact methods detailed at the end of this letter.

Hard copies of selected consultation documents that help to explain the proposals will also be available for inspection free of charge from 23 September until 4 November 2025 at the following locations;

1. **Cherwell District Council**, 39 Castle Quay, Banbury, OX16 5FD (Opening Times: 08:45 – 17:15 Monday to Friday); and

2. **Bicester Library**, Franklins House, Wesley Lane, Bicester, OX26 6JU (Opening Times: Monday 09:30 – 19:00, Tuesday 09:30 – 17:00, Wednesday 09:30 – 19:00, Thursday 09:30 – 19:00, Friday 09:30 – 17:00, Saturday 09:00 – 16:30.

In addition, public exhibitions are being held at various locations, the details of which are set out below:

- **Middleton Stoney Village Hall, OX25 4AN** - Wednesday 1 October (13:30 – 19:30)
- **Heyford Park Chapel, OX25 5TE –** Friday 3 October (13:30-19:30)
- **Ardley with Fewcott Village Hall, OX27 7PA -** Saturday 11 October (12:00 – 17:00)
- **Bicester Hotel Golf and Spa, OX26 1TH –** Thursday 16 October (13:30 – 19:30)

We will also be hosting two webinar sessions as follows:

- Tuesday 7 October – 7-8pm
- Tuesday 14 October – 7-8pm

To register for the webinar sessions, please visit the project website from 23 September (www.oxsrfi.co.uk) and click on the links provided on the website.

Consultation responses

Please could you respond using one of the following methods:

By Post:

'Freepost OxSRFI'

By e-mail:

consultation@oxsrfi.co.uk

Online via the comments form on the project website:

www.oxsrfi.co.uk

By telephone (charged at standard landline rates):

01865 989650

Further information

Enclosed with this letter is a copy of the section 48 press notification that was published in the Bicester Advertiser, The Oxford Mail, The Guardian and the London Gazette on 18 September 2025. The notice will also be published for a second time in the Bicester Advertiser and The Oxford Mail on 25 September 2025.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

[need signature]

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

[redacted]
National Infrastructure Planning
Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

BY EMAIL ONLY

[18th] September 2025

Dear [redacted]

Case reference: TR050008

Section 46 of the Planning Act 2008 – Duty to Notify the Secretary of State of a Proposed Application

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire

Please accept this letter as notification pursuant to section 46 of the Planning Act 2008 ("the Act") that Oxfordshire Railfreight Limited ("the Applicant"), intends to carry out its statutory consultation pursuant to section 42 of the Act, from 23 September 2025 until 4 November 2025.

The Applicant will in due course be submitting an application for a Development Consent Order to the Planning Inspectorate. The application will seek authority for the construction, operation and maintenance of a strategic rail freight interchange, warehousing, highway works and associated infrastructure.

Please find enclosed:

- A copy of the letters being sent to all parties to be consulted pursuant to sections 42, 43 and 44 of the Act;
- A copy of the section 47 notice; and
- A copy of the section 48 press notice notification.
-

Statement of Community Consultation

The Applicant has prepared a Statement of Community Consultation and has engaged with the following local authorities in respect of the proposed consultation strategy:

- Cherwell District Council
- Oxfordshire County Council

Section 47 Notice

The Applicant published a notice in the Oxford Mail and Bicester Advertiser on 11 September 2025, pursuant to section 47(6) of the Act, advising that the SoCC could be inspected at various locations. We have enclosed a copy of that notice for your information.

Section 48 Notice

The Applicant published a notice in the Bicester Advertiser, The Oxford Mail, The Guardian and the London Gazette on 18 September 2025. The notice will also be published for a second time in the Bicester Advertiser and The Oxford Mail on 25 October 2025. We have enclosed a copy of that notice for your information.

Yours faithfully

[need signature]

Oxfordshire Railfreight Limited

Enc.
Copy of S.42, S.43 and S.44 letters
Copy of S.47 Notice
Copy of S.48 Press Notice

Statutory Consultee	Organisation	Contact Name	Address 1	Address 2	Address 3	Address 4	Address 5	Address 6	Address 7	Email	Contact directly, prior to launch and after launch	Comments
Oxfordshire Strategic Rail Freight Interchange												
S42 Consultee List as at 13 August 2025												
Prepared for Stage 2 Statutory Consultation												
Schedule 1 prescribed consultee (Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009)												
The Health and Safety Executive	The Health and Safety Executive	NSIP Applications	Health and Safety Executive	NSIP Consultations	1.2 Redgrave Court	Merton Road	Bootle	L20 7HS		[redacted]@hse.gov.uk cc nsip.applications@hse.gov.uk		APFP Regs - Schedule 1 Consultee
National Health Service Commissioning Board and The relevant National Health Service Clinical Commissioning Group	NHS Commissioning Board Authority	To Whom it May Concern	1W09	1st Floor	Quarry House	Quarry Hill	Leeds	West Yorkshire	LS2 7UE	commissioningboard@nhs.net		APFP Regs - Schedule 1 Consultee
	NHS Oxfordshire CCG	To Whom it May Concern	Jubilee House	5510 John Smith Drive	Oxford Business Park South	Oxford	OX4 2LH			oxon.gpc@nhs.net		APFP Regs - Schedule 1 Consultee
Natural England	Natural England	To Whom it May Concern	Natural England Consultation Service	Hornbeam House	Electra Way	Crewe Business Park	Crewe	Cheshire	CW1 6GJ	consultations@naturalengland.org.uk eps.mitigation@naturalengland.org.uk	Y	APFP Regs - Schedule 1 Consultee
	Natural England Thames Solent	To Whom it May Concern	Red Kite House	Howbery Park	Crowmarsh Gifford	Wallingford	Oxfordshire	OX10 8BD		consultations@naturalengland.org.uk eps.mitigation@naturalengland.org.uk	Y	APFP Regs - Schedule 1 Consultee
The Historic Buildings and Monuments Commission for England	Historic England	To Whom it May Concern	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA			londonseast@HistoricEngland.org.uk customers@HistoricEngland.org.uk	Y	APFP Regs - Schedule 1 Consultee
The relevant fire and rescue authority	Oxfordshire Fire and Rescue Service	To Whom it May Concern	Fire and Rescue Service HQ	Sterling Road	Kidlington	OX5 2DU				Community Safety - Fire & Rescue - General Mail <fire.service@Oxfordshire.gov.uk>		APFP Regs - Schedule 1 Consultee
The relevant police and crime commissioner	Thames Valley Police and Crime Commissioner	[redacted]	OPCC	Thames Valley Police HQ	Oxford Road	Kidlington	OX5 2NX			PCC@thamesvalley.police.uk		APFP Regs - Schedule 1 Consultee
Environment Agency	Environment Agency	To Whom it May Concern	Environment Agency	Legal Services	Horizon House	Deanery Road	Bristol	BS1 5AH		enquiries@environment-agency.gov.uk cc. LegalSupport@environment-agency.gov.uk	Y	APFP Regs - Schedule 1 Consultee
	Environment Agency - Wallingford	To Whom it May Concern	Red Kite House	Howberry Park	Crowmarsh Gifford	Wallingford	OX10 8BD			LegalSupport@environment-agency.gov.uk	Y	APFP Regs - Schedule 1 Consultee Note that all statutory and legal documents (as well as all important and time-critical correspondence) should be served by email to LegalSupport@environment-agency.gov.uk, with a hard

												copy posted to the Legal Services address above
The Secretary of State for Transport	The Rt Hon Heidi Alexander	The Rt Hon Heidi Alexander	House of Commons	London	SW1A 0AA					[redacted]@parliament.uk	**N**	APFP Regs - Schedule 1 Consultee
The relevant Highways Authority	Oxfordshire County Council	Highways Department	County Hall	New Road	Oxford	OX1 1ND				highway.enquiries@oxfordshire.gov.uk	**Y**	APFP Regs - Schedule 1 Consultee
The relevant strategic highways company	National Highways	NSIP Applications	3 Ridgeway	Quinton Business Park	Birmingham	B32 1AF				info@highwaysengland.co.uk	**Y**	APFP Regs - Schedule 1 Consultee
The relevant internal drainage board	Buckingham and River Ouzel Internal Drainage Board	To Whom it May Concern	Vale House	Broadmead Road	Stewartby	Bedfordshire	MK43 9ND			contact@idbs.org.uk		Must be included if the project is likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk. **Included because the Board was included in the scoping opinion consultee list.**
Canal & River Trust	Canal & River Trust	To Whom it May Concern	National Waterways Museum Ellesmere Port	South Pier Road	Ellesmere Port	Cheshire	CH65 4FW			planning@canalrivertrust.org.uk		Must be included if the project is likely to have an impact on inland waterways or land adjacent to inland waterways. **Included because the Trust was included in the scoping opinion consultee list and that the Oxford Canal runs near to Upper Heyford**
The Crown Estate Commissioners	The Crown Estate Commissioners	To whom it may concern	1 St James's Market	London	SW1Y 4AH					enquiries@thecrownestate.co.uk		**Included because the Estate was included in the scoping opinion consultee list.**
The Forestry Commission	The Forestry Commission	To whom it may concern	620 Bristol Business Park	Coldharbour Lane	Bristol	BS16 1EJ				nationalenquiries@forestrycommission.gov.uk		**Included because the Commission was included in the scoping opinion consultee list.**
Relevant AONB Conservation Boards	Chilterns Conservation Board	To whom it may concern	Chilterns Conservation Board	The Lodge	90 Station Road	Chinnor	OX39 4AH			planning@chilterns.org.uk		**Included because the Board was included in the scoping opinion consultee list.**
Relevant AONB Conservation Boards	Cotswold National Landscape Conservation Board	To whom it may concern	Cotswolds National Landscape	The Threshing Barn	Marsden Manor Farm	Rendcomb	Cirencester	GL7 7EU		planning@cotswolds-nl.org.uk		**Included because the Board was included in the scoping opinion consultee list.**
The Secretary of State for Defence	Ministry of Defence	To Whom it May Concern	Defence Infrastructure Organisation	Safeguarding Department	St George's House	DIO Headquarters	DMS Whittington	Lichfield	WS14 9PY	DIO-Safeguarding-Statutory@mod.uk		Only to be included if the project is likely to affect current or future operation of a site identified in a safeguarding map - we note that RAF Croughton is located to the north of Ardley

App 35 – s47 and other bodies list and consultation responses

Local Authorities												
Local Authority	West Northamptonshire Council	To Whom It May Concern	West Northamptonshire Council	The Guildhall	St Giles Square	Northampton	NN1 1DE			enquiries.nbc@westnorthants.gov.uk		
Parish Councils												
Relevant Parish Council	Ardley with Fewcott Parish Council	[redacted]	6 Greystones Court	Kidlington	Oxon	OX5 1AR				ardleywfparishclerk@yahoo.com		
Relevant Parish Council	Stoke Lyne Parish Council	[redacted]	6 Greystones Court	Kidlington	Oxon	OX5 1AR				stokelyne.parishclerk@gmail.com		
Relevant Parish Council	Bucknell Parish Council	[redacted]	Glendale	Duns Tews	Bicester	Oxon	OX25 6JR			Bucknell.clerk@gmail.com		
Relevant Parish Council	Middleton Stoney Parish Council	[redacted] Clerk to the Parish Council	Middleton Stoney Village Hall	Heyford Road	Middleton Stoney	OX25 4AN				Clerkmiddletonstoneypc1@gmail.com		
Relevant Parish Council	Chesterton Parish Council	Clerk to the Parish Council	The Community Centre	2 Geminus Roaad	Chesterton	Oxon	OX26 1BJ			Clerk@chestertonparishcouncil.org.uk		
Relevant Parish Council	Upper Heyford Parish Council	[redacted]	Upper Heyford Village Hall	Somerton Road	Upper Heyford	Bicester	OX25 5LB			parishclerk@upperheyford.com		
Relevant Parish Council	Bicester Town Council	To Whom it May Concern	Bicester Town Council	The Garth	Launton Road	OX26 6PS				enquiries@bicester.gov.uk		
Relevant Parish Council	Heyford Park Parish Council	[redacted] Clerk to the Parish Council	Heyford Park Community Centre	Brice Road	Upper Heyford	OX25 5TE				clerk@heyfordpark-pc.gov.uk		
Statutory Undertaker												
Relevant statutory undertakers (rail)	Network Rail Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail Infrastructure Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail Infrastructure Limited	[redacted]	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	Network Rail (High Speed) Limited	To Whom it May Concern	Waterloo General Office	London	SE1 8SW							
Relevant statutory undertakers (rail)	HS1 Limited	To Whom it May Concern	5th Floor	Kings Place	90 York Way	London	N1 9AG			info@highspeed1.co.uk		
Relevant statutory undertakers (rail)	High Speed Two (HS2) Limited	To Whom it May Concern	Two Snowhill	Snow Hill	Queensway	Birmingham	B4 6GA			hs2enquiries@hs2.org.uk		
Relevant statutory undertakers (rail)	Highways England Historical Railways Estate	To Whom it May Concern	37 Tanner Row	York	YO1 6WP					hreenquiries@highwaysengland.co.uk		
Relevant statutory undertakers (rail)	London and Continental Railways Limited	To Whom it May Concern	20 Cranbourn Street, 2nd Floor	London	WC2H 7AA					info@lcrproperty.co.uk		
Relevant statutory undertakers (rail)	Rail Safety and Standards Board	To Whom it May Concern	25 Fenchurch Avenue	London	EC3M 5AD							

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Relevant statutory undertakers (rail)	Minister of State for Rail	Lord Hendy of Richmond Hill CBE	Minister of State for Rail	Department for Transport	House of Commons	London	SW1A 0AA			[redacted]@parliament.uk		
The relevant Homes and Communities Agency	Homes England	To Whom it May Concern	The Lumen	2nd Floor	St James Boulevard	Newcastle Helix	Newcastle Upon Tyne	NE4 5BZ		enquiries@homesengland.gov.uk		
The relevant water and sewage undertaker(s)	Thames Water Commercial Services	To Whom it May Concern	Clearwater Court	Vastern Road	Reading	RG1 8DB						
	Anglian Water Services Limited	To Whom it May Concern	Lancaster House Lancaster Way	Ermine Business Park	Huntingdon	Cambridgeshire	PE29 6XU					Waste water authority - companies house registered address used
	Thames Water Utilities Limited	To Whom it May Concern	Clearwater Court	Vastern Road	Reading	RG1 8DB						Registered address for all legal documents
Universal Service Provider	Royal Mail Group	To Whom it May Concern / [redacted]	185 Farringdon Road	London	EC1A 1AA					[redacted]@royalmail.com		
The relevant NHS Foundation Trusts	South Central Ambulance Service NHS Foundation Trust	FAO Company Secretary	Unit 7 &8 Talisman Business Centre	Talisman Road	Bicester	Oxfordshire	OX26 6HR			company.secretary@scas.nhs.uk		
The relevant NHS Foundation Trusts	Oxford University Hospitals NHS Foundation Trust	To Whom it May Concern	Chief Executive's Office	Level 3	John Radcliffe Hospital	Headley Way	Headington	Oxford	OX3 9DU			
The relevant NHS Foundation Trusts	Oxford Health NHS Foundation Trust	To Whom it May Concern	Littlemore Mental Health Centre	Sandford Road	Littlemore	Oxford	OX4 4XN			enquiries@oxfordhealth.nhs.uk		
Special Health Authorities	NHS Digital	To Whom it May Concern	7 and 8 Wellington Place	Leeds	West Yorkshire	LS1 4AP				enquiries@nhsdigital.nhs.uk		
Special Health Authorities	Health Education England - Thames Valley and Essex	To Whom it May Concern	Health Education England	Thames Valley	4150 Chancellor Court	John Smith Drive	Oxford Business Park South	Oxford	OX4 2GX	enquiries.tv@hee.nhs.uk		
Special Health Authorities	Health Research Authority	To Whom it May Concern	2 Redman Place	Stratford	London	E20 1JQ				contact@hra.nhs.uk		
Special Health Authorities	National Institute For Health and Clinical Excellence	To Whom it May Concern	2nd Floor	2 Redman Place	London	E20 1JQ				nice@nice.org.uk		
Special Health Authorities	UK Health Security Agency	To Whom it May Concern	10 South Colonnade	Canary Wharf	London	SE1 8UG				enquiries@ukhsa.gov.uk		
Special Health Authorities	Office for Health Improvement & Disparities	To Whom it May Concern	Department of Health and Social Care	39 Victoria Street	London	E14 4PU				dhsc.publicenquiries@dhsc.gov.uk		
Special Health Authorities	NHS Blood and Transplant	To Whom it May Concern	500 North Bristol Park	Filton	Bristol	BS34 7QH				Enquiries@nhsbt.nhs.uk customer.services@nhsbt.nhs.uk		
Special Health Authorities	NHS Business Services Authority	To Whom it May Concern	Stella House	Goldcrest Way	Newburn Riverside	Newcastle upon Tyne	NE15 8NY					
Special Health Authorities	NHS Resolution	To Whom it May Concern	8th Floor	10 South Colonnade	Canary Wharf	London	E14 4PU			nhsr.generalenquiries@nhs.net		
Special Health Authorities	NHS Improvement	To Whom it May Concern	NHS England	PO Box 16738	Redditch	B97 9PT				england.contactus@nhs.net		

NHS Commissioning Board	NHS England	To Whom it May Concern	NHS England	PO Box 16738	Redditch	B97 9PT				england.contactus@nhs.net		
Relevant Electricity Generator with CPO Powers												
Viridor Limited		To Whom it May Concern	Ardley Erf	Middleton Stoney Road	Ardley	OX27 7AA				enquiries@viridor.co.uk		
Relevant Electricity Distributor with CPO Powers												
Last Mile Electricity Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton International Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		Previously known as Energics Electricity, name change in 2019
Scottish and Southern Energy		To Whom it May Concern	Inveralmond House	200 Dunkeld Road	Perth	PH1 3AQ						
Eclipse Power Networks Limited		To Whom it May Concern	Olney Office Park	25 Osier Way	Olney	MK46 5FP				enquiries@eclipsepower.co.uk		May have assets in the vicinity of the project - note that website indicates that coverage is limited to Scotland, North Wales and North England. **It does not appear on the Ofgem list of electricity undertakers**
The Electricity Network Company Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customerservices@gtc-uk.co.uk		May have assets in the vicinity of the project. **A number of SSE companies appear on the Ofgem list of electricity undertakers**
UK Power Distribution Limited		To Whom it May Concern	6500 Daresbury Park	Warrington	Cheshire	WA4 4GE						
Energy Assets Networks Limited		To Whom it May Concern	Arkwright House	2 Arkwright Court	Commercial Road	Darwen	BB3 0FG			info@energyassetsnetworks.co.uk assetenquiries@energyassetsnetworks.co.uk		
Optimal Power Networks Limited		To Whom it May Concern	No.1 Forbury Place	43 Forbury Road	Reading	RG1 3JH				OptimalPowerNetworks@sse.com		Forbury Assets Limited changed its name to Optimal Power on 15 December 2021
Fulcrum Electricity Assets Limited		To Whom it May Concern	2 Europa View	Sheffield Business Park	Sheffield	S9 1XH				enquiries@fulcrum.co.uk		
Harlaxton Energy Networks Limited		To Whom it May Concern	Toll Bar Road	Marston	Grantham	NG32 2HT				info@harlaxtonenergynetworks.com		
Independent Power Networks Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customerservices@gtc-uk.co.uk		
Indigo Power Limited		To Whom it May Concern	200 Brook Drive	Green Park	Reading	RG2 6UB				enquiries@indigonetworks.co.uk		
Last Mile Electricity Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		
Leep Electricity Networks Limited		To Whom it May Concern	Level 2	Metro	33 Trafford Road	Manchester	M5 3NN			hello@leeputilities.co.uk		
MUA Electricity Limited		To Whom it May Concern	Hiview House	Highgate Road	London	NW5 1TN						Name has changed from murphy power distribution limited

Utility Assets Limited		To Whom it May Concern	5 Brayford Square	London	E1 0SG					enquiries@utilityassets.co.uk		
Vattenfall Networks Limited		To Whom it May Concern	5th Floor	70 St Mary Axe	London	EC3A 8BE				UK-networks@vattenfall.com		
ESP Electricity Limited		To Whom it May Concern	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA			hello@espug.com customerservices@espug.com		
National Energy System Operator Limited		To Whom it May Concern	St Catherines Lodge	Bearwood Road	Sindlesham	Wokingham	RG41 5BN			box.customerservice@nationalenergyso.com		Name change from National Grid Electricity System Operator Limited
National Grid Electricity Transmission Plc		To Whom it May Concern	1-3 Strand	London	WC2N 5EH					DCOconsultations@nationalgrid.com nged.innovation@nationalgrid.co.uk		
Eastern Power Networks PLC		To Whom it May Concern	Newington House	237 Southwark Bridge Road	London	SE1 6NP						
Engie Power Limited		To Whom it May Concern	No. 1 Leeds	26 Whitehall Road	Leeds	LS12 1BE				queryhub@engie.com		
Esso Petroleum Company Limited		To Whom it May Concern	Exxonmobil House	Ermyn Way	Leatherhead	Surrey	KT22 8UX					
Southern Electric Power		To Whom it May Concern	No 1 Forbury Place	43 Forbury Road	Reading	RG1 3JH						
RWE Generation UK Plc		To Whom it May Concern	Windmill Hill Business Park	Whitehill Way	Swindon	Wiltshire	SN5 6PB					
Relevant Public Gas Transporter												
Cadent Gas Limited		To Whom it May Concern	Pilot Way	Ansty	Coventry	CV7 9JU						
National Gas Plc		To Whom it May Concern	National Grid House	Warwick Technology Park	Gallows Hill	Warwick	CV34 6DA			DCOconsultations@nationalgrid.com assetprotection@nationalgrid.com		
Energy Assets Pipelines Limited		To Whom it May Concern	Arkwright House	2 Arkwright Court	Commercial Road	Darwen	Lancashire	BB3 0FG		pipelines@energyassets.co.uk		
ES Pipelines Limited		[redacted]	ESP Utilities Group Ltd	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA		customerservices@espug.com marketing@espug.com hello@espug.com		
ESP Pipelines Limited		[redacted]	ESP Utilities Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	Bluebird House	Mole Business Park	Leatherhead	Surrey	KT22 7BA		customerservices@espug.com marketing@espug.com		
Fulcrum Pipelines Limited		To Whom it May Concern	2 Europa View	Sheffield Business Park	Sheffield	S9 1XH				enquiries@fulcrum.co.uk		
GTC Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		
Harlaxton Gas Networks Limited		To Whom it May Concern	Toll Bar Road	Marston	Grantham	NG32 2HT				info@harlaxtonenergynetworks.com		

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Independent Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		**The licence appears to relate to specific addresses however some of these are in Oxfordshire and so it appears to be a relevant undertaker**
Indigo Pipelines Limited		To Whom it May Concern	200 Brook Drive	Green Park	Reading	RG2 6UB				enquiries@indigopipelines.co.uk		
Last Mile Gas Limited		To Whom it May Concern	Fenick House	Lister Way	Hamilton Technology Park	Glasgow	G72 0FT			info@lastmile-uk.com		
Leep Gas Networks Limited		To Whom it May Concern	Level 2 Metro	33 Trafford Road	Manchester	M5 3NN				hello@leeputilities.co.uk		
MUA Gas Limited		To Whom it May Concern	Hiview House	Highgate Road	London	NW5 1TN						
Quadrant Pipelines Limited		To Whom it May Concern	Synergy House	Woolpit Business Park	Bury St Edmunds	Suffolk	IP30 9UP			info@gtc-uk.co.uk customer.services@gtc-uk.co.uk		
Scotland Gas Networks Plc		To Whom it May Concern	Axis House	5 Lonehead Drive	Newbridge	Edinburgh	Scotland	EH28 8TG		customer@sgn.co.uk		**Scotland Gas Networks and Southern Gas Networks operate under the SGN brand**
Southern Gas Networks Plc		To Whom it May Concern	St Lawrence House	Station Approach	Horley	Surrey	RH6 9HJ			customer@sgn.co.uk		**Scotland Gas Networks and Southern Gas Networks operate under the SGN brand**
Squire Energy Limited		To Whom it May Concern	Sentinel House	10 - 12 Massetts Road	Horley	RH6 7DE				enquiries@squireenergy.co.uk IGTenquiries@squireenergy.co.uk		

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Organisation	Contact Name	Address 1	Address 2	Address 3	Address 4	Address 5	Address 6	Email	Comments
The Equality and Human Rights Commission	To whom it may concern	Correspondence Unit	Third Floor	Windsor House	50 Victoria Street	London	SW1H 0TL	correspondence@equalityhumanrights.com	
Somerton Parish Council	[redacted]	Somerton Village Hall	Heyford Road	Somerton	Bicester	OX25 6LN		parishclerk.somerton@gmail.com	Potential BNG area proposed order limit runs along boundary but does not appear to cross into this PC
North Aston Parish Council	[redacted] (Secretary)	Middle Cottage	St Marys Walk	North Aston	OX25 6AA			secretary@north-aston.co.uk	
Middle Aston Parish Council	Chairman Councillor [redacted]	Holly Cottage	Middle Aston	Bicester	Oxon	OX25 5PZ		matters@middleaston.org.uk	
Steeple Aston Parish Council	Parish Clerk [redacted]	Westfield Farm Cottage	Fenway	Steeple Aston	OX25 4SS			parishclerk.steepleaston@gmail.com	
Fritwell Parish Council	Clerk [redacted]	31-33 East Street	Fritwell	Bicester	Oxon	OX27 7PX		clerkfritwellparishcouncil@gmail.com	
Lower Heyford and Caulcott Parish Council	Parish Clerk [redacted]	Westfield Farm Cottage	Fenway	Steeple Aston	OX25 4SS			parishclerk.lowerheyford@gmail.com	
Duns Tew Parsih Council	[redacted] - Parish Clerk	5 Glebe Court	Duns Tew	OX25 6JY					
Kirtlington Parish Council	[redacted] - Parish Clerk	West House	South Green	Kirtlington	OC5 3HJ				
Mid-Cherwell Neighbourhood Planning Forum	To whom it may concern	52 Camp Road	Upper Heyford	Oxfordshire	OX25 5HD				
GTT Communications (formerly Interoute, KPN and Vtesse)	To whom it may concern	24th Floor	125 Old Broad Street	London	EC2N 1AR				May have assets in the vicinity of the project
Mobile Broadband Network Limited	[redacted] Business Planning & Property Director	Sixth Floor	Thames Tower	Station Road	Reading	RG1 1LX		info@mbnl.co.uk	May have assets in the vicinity of the project

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BT	[redacted], Finance and Operations Manager	BT Group plc	1 Braham Street	London	E1 8EE			[redacted]@bt.com	May have assets in the vicinity of the project. [redacted] email is give on the Law Socierty page for BT's inhouse legal team
Lumen Technologies Limited (formerly CenturyLink Communications UK ltd)	To whom it may concern	260-266 Goswell Road	London	England	EC1V 7EB				May have assets in the vicinity of the project
SOTA	To whom it may concern	Sota Solutions Ltd	300 Cornforth Drive	Kent Science Park	Sittingbourne	ME9 8PX		solutions@sota.co.uk	May have assets in the vicinity of the project
Virgin Media	In house legal team	Griffin House	161 Hammersmith Road	London	W6 8SG				May have assets in the vicinity of the project. Address of legal team taken from the law society website
Anglian Water	Planning liason team	Anglian Water	PO Box 4994	Lancing	BN11 9AL			planningliaison@anglianwater.co.uk	May have assets in the vicinity of the project
Verizon Business	[redacted] legal council	Reading International Business Park	Basingstoke Road	Reading				[redacted]@uk.verizonbusiness.com	May have assets in the vicinity of the project. [redacted] is the most senior (based on PQE) legal counsel shown at the UK office. The email address for him and Verizon's find a solicitor entry is for [redacted]
Vodaphone	[redacted], General Counsel & Company Secretary	Vodafone House	The Connection	Newbury	Berkshire	RG14 2FN			May have assets in the vicinity of the project
CityFibre Holdings Limited	[redacted], Director of Group Operations and Programme Management Office	15 Bedford Street	London	WC2E 9HE					May have assets in the vicinity of the project
Colt Technology Services	To whom it may concern	Colt House	20 Great Eastern Street	London	EC2A 3EH				May have assets in the vicinity of the project
Office of Road and Rail	To whom it may concern	25 Cabot Square	London	E14 4QZ				contact.cct@orr.gov.uk	Included in PINS guidance
Thames Valley Local Resilience Forum	To whom it may concern	Thames Valley Police Headquarters South Kidlington OX5 2NX	Headquarters South	Kidlington	OX5 2NX			tvlrf@thamesvalley.pnn.police.uk	Included in PINS guidance
Cherwell District Council - Environmental Protection	[redacted]	Bodicote House	Bodicote	Banbury	OX15 4AA			[redacted]@cherwell-dc.gov.uk	Client request

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National Trust	To whom it may concern	National Trust Chilterns Hub	Prospect House	Crendon Street	High Wycombe	Bucks	HP13 6LA	lse.customerenquiries@nationaltrust.org.uk	
RSPB	To whom it may concern	England HQ	1st Floor	One Cornwall Street	Birmingham	B3 2JN		membership@rspb.org.uk	Oxfordshire is included within the Midlands Hub and so I've included the regional office address
Campaign to Protect Rural England - Oxfordshire	[redacted], Administrator	First Floor	20 High Street	Watlington	Oxfordshire	OX49 5PY		administrator@cpreoxon.org.uk	
Country Land and Business Association	CLA South East Regional Director: [redacted]	CLA South East	Fosse House, East Anton Court	Icknield Way	Andover	Hants	SP10 5RG	southeast@cla.org.uk.	Oxfordshire is within the South East regional hub and so I have included these contact details
National Farmers Union	[redacted]	NFU HQ	Agriculture House	Stoneleigh Park	Stoneleigh	Warwickshire	CV8 2TZ		[redacted] are the relevant regional contacts but only national contact information is provided
Wildlife Trust	To whom it may concern	The Wildlife Trusts	The Kiln	Mather Road	Newark	United Kingdom	NG24 1WT		It may be that we only wish to contact the regional Wildlife Trust below
Berks, Bucks and Oxfordshire Wildlife Trust	To whom it may concern	BBOWT	The Lodge	1 Armstrong Road	Littlemore	Oxford	OX4 4XT	partnerships@bbowt.org.uk	
Oxford Biodiversity Network	[redacted]	Environmental Change Institute	Oxford University Centre for the Environment	South Parks Road	Oxford	OX1 3QY		biodiversity@ouce.ox.ac.uk	Part of the University of Oxford Networks for the Environment (ONE)
The Gardens Trust	To whom it may concern	70 CowCross Street	London	EC1M 6EJ				enquiries@thegardenstrust.org	It may be that we only wish to contact the regional Gardens Trust below
Oxfordshire Gardens Trust	Secretary, [redacted]	30 West Street	Chipping Norton	OX7 5ER				secretary@ogt.org.uk	
Inland Waterways Association - Oxfordshire Branch	To whom it may concern	Island House	Moor Road	Chesham	HP5 1WA			oxfordshire@waterways.org.uk	Only an email address is provided for the regional branch - the address is for the national office
The Woodland Trust	To whom it may concern	Kempton Way	Grantham	Lincolnshire	NG31 6LL			enquiries@woodlandtrust.org.uk	
Oxfordshire Gypsy and Traveller Service	To whom it may concern	1st floor	Bicester Fire Station	Queens Avenue	Bicester	Oxfordshire	OX26 2NR	travellers@oxfordshire.gov.uk	
Sustrans - south	To whom it may concern	2 Cathedral Square	College Green	Bristol	BS1 5DD			south@sustrans.org.uk	East of England details: 18 Cowgate, Peterborough PE1 1NA eastofengland@sustrans.org.uk
British Horse Society	[redacted], South Regional Manager	The British Horse Society	Abbey Park	Stareton	Kenilworth	Warwickshire	CV8 2XZ	[redacted]@bhs.org.uk	The email address and contact is for the south east but the contact address is for the national office

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Water Resources East	To whom it may concern	WRE	The Enterprise Centre	University of East Anglia	University Dr	Norwich	NR4 7TJ		
Cycling UK Oxfordshire	[redacted]							[redacted]	
Oxfordshire Area Ramblers	[redacted] - chair	1 Clink Street						, 3rd Floor, London, SE1 9DG	The website only allows an email to be generated using a form - the address is for the national office but [redacted] is the regional chair
Oxfordshire Parent Carers Forum	To whom it may concern							info@oxpcf.org.uk	
Wild Oxfordshire	[redacted]	Manor House	Little Wittenham	Oxfordshire	OX14 4RA			chair@wildoxfordshire.org.uk	
Oxfordshire Architectural and Historical Society	[redacted]	98 Wellington Street	98 Wellington Street	Thame	OX9 3BW			secretary@oahs.org.uk	
Oxford Civic Society	To whom it may concern	Oxford Civic Society	67 Cunliffe Close	Oxford	OX2 7BJ			info@oxcivicsoc.org.uk	
DEFRA	To whom it may concern	Seacole Building	2 Marsham Street	London	SW1P 4DF	United Kingdom			
Oxfordshire WI	To whom it may concern	5 Court Farm Barns	Medcroft Road	Tackley	Kidlington	OX5 3AL		ofwi@oxfordshirewi.co.uk	
Experience Oxfordshire	To whom it may concern	Langford Locks	Kidlington	Oxfordshire	OX5 1HZ			info@experienceoxfordshire.org	
Oxfordshire Community & Voluntary Action	Administrator [redacted]	OCVA	The Old Courthouse	Floyd's Row	Oxford	OX1 1SS		admin@ocva.org.uk	
Oxford airport	To whom it may concern	Langford Lane	Kidlington	Oxfordshire	OX5 1RA			ops@londonoxfordairport.com	Google maps shows Oxford airport (10 miles) as being nearby
Cherwell District Council	[redacted] Ecology Office	Bodicote House	White Post Road	Bodicote	Banbury	OX15 4AA		[redacted]@CherwellandSouthNorthants.gov.uk	
The Oxfordshire Local Nature Partnership	[redacted] Chairman	Manor House	Little Wittenham	Abingdon	Oxfordshire	OX14 4RA		chair@wildoxfordshire.org.uk	
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	[redacted] Senior Biodiversity & Planning Officer	Hasker House	Woolley Firs	Cherry Garden Lane	Maidenhead	SL6 3LJ l		l[redacted]@bbowt.org.uk	Berkshire based
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	[redacted], Senior Biodiversity & Planning Officer	The Lodge	1 Armstrong Road	Littlemore	Oxford	OX4 4XT			Maternity cover
Wychwood Flora Group	[redacted] Correspondance							wychwoodfloragroup@gmail.com	Have had involvement with the onsite Ardley Road Verge Nature Reserve District Wildlife Site (DWS)

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Natural England	[redacted], Team Leader - Bucks and Oxon							[redacted]@naturalengland.org.uk	
Natural England	[redacted], Planning and UAS	Area 3A	Nobel House	17 Smith Square	London	SW1P 3JR		[redacted]@naturalengland.org.uk	
Historic England	[redacted], Inspector of Historic Buildings and Areas	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA		[redacted]@HistoricEngland.org.uk	
Oxfordshire County Council	[redacted], Lead Archaeologist	Archaeology	County Hall	New Road	Oxford	OX1 1ND		[redacted]@oxfordshire.gov.uk	
Cherwell District Council	[redacted], Conservation Officer	Bodicote House	Bodicote	Banbury	OX15 4AA			-	[redacted] has left - [redacted] is our new contact
Network Rail Infrastructure Ltd	[redacted], Sponsor (Chilterns) | Central Route	Second Floor	Baskerville House	Broad St	Birmingham	B1 2ND		[redacted]@networkrail.co.uk	
GB Railfreight Ltd	[redacted], Head of Strategic Access Planning	3rd Floor	55 Old Broad Street	London	EC2M 1RX			[redacted]@gbrailfreight.com	
Great British Railways Transition Team	[redacted], Freight Business Development	1 Puddle Dock	London	EC4V 3DS				[redacted]@gbrtt.co.uk	
Rail Freight Group	[redacted], Director	7 Bury Place	London	WC1A 2LA				[redacted]@rfg.org.uk	
Chiltern Railways	[redacted], Head of Train Planning	3rd Floor Sunley House	Oxford Road	Aylesbury	Buckinghamshire	HP19 8EZ		[redacted]@chilternrailways.co.uk	
Chiltern Railways	[redacted], Head of Corporate Affairs	3rd Floor Sunley House	Oxford Road	Aylesbury	Buckinghamshire	HP19 8EZ		[redacted]@chilternrailways.co.uk	
Great Western Railway	[redacted], Head of Public Affairs	Paddington Station	Praed Street	London	W1 1HQ			[redacted]@gwr.com	
CrossCountry Trains	[redacted], Stakeholder Liaison Manager	Cannon House	18 The Priory Queensway	Birmingham	B4 6BS			[redacted]@crosscountrytrains.co.uk	

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Transport for London	[redacted] Corporate Affairs Lead	4th Floor	14 Pier Walk	London	SE10 0ES			[redacted]@tfl.gov.uk	
Department for Environment Food & Rural Affairs	To whom it may concern	Nobel House, 17 Smith Square,	Westminster,	London	SW1P 3JR				Included in s42+ list above - different address used. Supplied by ground solutuions consultants
Environment Agency	To whom it may concern	Lady Bay Bridge,	West Bridgford,	Nottingham	NG2 5FA				Included in s42 list above - different address used. Supplied by ground solutuions consultants
Historic England	To whom it may concern	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA			Included in s42 list above Supplied by ground solutuions consultants
Bicester Town Council	To whom it may concern	The Garth Lodge,	Launton Rd	Bicester	OX26 6PS				Included in s42 list above . Supplied by ground solutuions consultants
Cherwell District Council	To whom it may concern	Bodicote House	White Post Rd, Bodicote	Banbury	OX15 4AA				Included in s43 list - Supplied by ground solutuions consultants
Forestry Commission	To whom it may concern	14 Ravenstone Rd,	Ibstock	LE67 6NW					Included in s42 list - different address used. Supplied by ground solutuions consultants
Oxfordshire County Council	To whom it may concern	County Hall,	New Road,	Oxford,	OX1 1ND				Included in s43 list - Supplied by ground solutuions consultants
Oxfordshire County Council	[redacted] Principal Transport Planner, Transport Development Control: Cherwell, West Oxfordshire and Oxford City	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@oxfordshire.gov.uk	Working from home - part of the Transport Working Group (TWG), OCC Project Lead for DCO
Oxfordshire County Council	[redacted] Place Planning Manager	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@oxfordshire.gov.uk	Working from home - part of the TWG, Infrastructure Planning Lead
Oxfordshire County Council	[redacted] Principal Officer – Public Rights of Way Access Strategy & Development	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Working from home - OCC PRoW officer, part of the TWG subgroup.
Oxfordshire County Council	[redacted], Strategic Planner	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG
Oxfordshire County Council	[redacted], Lead officer covering NSIPs	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG

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Oxfordshire County Council	[redacted]	County Hall,	New Road,	Oxford,	OX1 1ND			[redacted]@Oxfordshire.gov.uk	Part of the TWG
Oxfordshire County Council	[redacted], , Corporate Director for Environment and Place	County Hall,	New Road,	Oxford,	OX1 1ND				As per OCC responses to SoCC
Oxfordshire County Council								planning.consultations@oxfordshire.gov.uk	We must also email this address as we have agreed to do so in response to OCC comments on the draft SoCC
National Highways	[redacted], Spatial Planning Manager, Operations (East)	National Highways	Woodlands	Manton Lane	Bedford	MK417LW		[redacted]@nationalhighways.co.uk	Replacement for [redacted] at NH East (who we consulated at Stage 1).
Jeremy Bloom Consulting Ltd	[redacted]	?						consulting@jeremybloom.co.uk	Independent consultant supporting National Highways
National Highways	[redacted], Spatial Planner Operations (Midlands)	National Highways	The Cube	199 Wharfside Street	Birmingham	B11RN		[redacted]@nationalhighways.co.uk	NH Area 7 (i.e. includng Northamptonshire). We agreed early on with the TWG that NH East (now [redacted]) would co-ordinate NH's responses, but [redacted] has been copied into all TWG meeting notes
National Highways	[redacted] Area 3 Spatal Planner	National Highways	Bridge House	1 Walnut Tree Close	Guildford, Surrey	GU14LZ		[redacted]@nationalhighways.co.uk	NH Area 3 (i.e. South East). We agreed early on with the TWG that NH East (now [redacted]) would co-ordinate NH's responses, but [redacted] has been copied into all TWG meeting notes
West Northampton Council	[redacted], Assistant Director for Highways and Transport Place and Economy Directorate	West Northamptonshire Council	One Angel Street	Northampton	NN1 1ED			[redacted]@westnorthants.gov.uk	Copied into TWG meeting notes.
The British Horse Riding Society	[redacted], South East Access Officer	The British Horse Society	Abbey Park	Stareton	Kenilworth	Warwickshire	CV8 2XZ	[redacted]@bhs.org.uk	Consultant did not supply address and so have used national address - Contact previously provided by OCC PRoW officer, we have not contacted her yet.
The Ramblers Association	To whom it may concern	not known							Oxford Area Ramblers included in s42+ list above
The Local Chamber Advisory Group for Oxfordshire	To whom it may concern	Thames Valley Chamber of Commerce Group	150 Edinburgh Avenue	Slough	Berks	SL1 4SS			

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OxLEP The Oxfordshire Local Enterprise Partnership (OxLEP) Ltd	[redacted], Company Secretary	HQ Building	Thomson Avenue	Harwell Campus	OX11 0GD			info@oxfordshirelep.com	
The Responsible Oxfordshire Business Involvement Network (ROBIN)	[redacted]	Ground Floor	39 Guildford Road	Lightwater	GU18 5SA			[redacted]@collaborent.co.uk	
Bicester Vision	[redacted] Partnership Manager	The Garth	Launton Road	Bicester	OX26 6PS			info@bicestervision.co.uk	
Oxfordshire Community Action Groups	[redacted]e, Director	Makespace	1 Aristotle Lane	Oxford	OX2 6TP			info@cagoxfordshire.org.uk	
Cherwell Community and Voluntary Service	To whom it may concern	Horsefair Surgery	South Bar House	South Bar	Banbury	Oxfordshire	OX16 9AD		
Community First Oxfordshire	[redacted] Company Secretary	South Stables	Worton Park	Witney	Oxfordshire	OX29 4SU		info@communityfirstoxon.org	
Oxford Conservation Volunteers	[redacted]							secretary@ocv.org.uk	No address available

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	OxSRFI consultation log						
	Date last updated						
Number	Date	Consultee	Name (first & last)	Headline Topic of comments	Summary of comments	Response comment	Changes to the scheme post Stage 2 consultation which relate to the comment, where relevant
STATC1	31/07/2025	**Anglian Water**	[redacted]	Generay Enquiry - 1	States that Terra Quest have provided land information. Anglian Water suggest they were not consulted on the 2021 Scoping and were also not approached during non-statutory consultation. They have requested to be contacted to arrange an inception meeting to set out how the project will impact Anglian Water's assets and customers.	The Applicant Team responded to this as follows: Our records indicate that Anglian Water was contacted during the non-statutory consultation in 2022 (please find a copy of the letter dated 5th May 2022 attached), and our drainage consultants (Chris Dodd cc'd) have been in contact on several occasions (a summary of that engagement is provided below). We engaged with Anglian Water at the outset of the project including a Pre-Planning Assessment Report dated 15/02/22 (ref PPE-0139476) which requested a meeting between the Applicant and AW's representatives due to the potential large flows generated by the site and the availability of suitable connection points. A meeting was held with Mark Rhodes and John Young who advised that the nearest point of connection for the whole site would likely be in Brackley (approximately 14km north), and although there is a treatment works in Ardley, this would not have the capacity to treat flows from the entire site. Given the above and other constraints, a solution was progressed with Thames Water who advised a connection point towards Bicester, the site being located on the border of the catchments for both companies. When the drainage design work for the scheme was restarted in early 2025, AW were approached again in respect of a connection to Ardley with a view to taking some flow to the exiting adopted sewerage network in this location as this represents a more effective solution given the phased approach to development. A second Pre-Planning Assessment Report was provided, dated 28/04/25 (ref PPE-0225302) which then led to a further meeting with Mark Rhodes on 12/05/25. The intent of this meeting was to explore the possibility of connecting into the network upstream of Ardley WRC at an agreed flow rate. The outcome of that meeting was that AW were supplied with an estimate of flows (on 20/05/25) to aid an understanding of how this might impact the network and whether a degree of trade effluent as part of the flows could be accommodated. We have not had a response to this request but remain keen to explore a mutually agreeable solution and hence have made provision within the Order Limits for a connection to the sewer network in Ardley.	
STATC2	17/09/2025	**Somerton PC**	[redacted]	Generay Enquiry - 2	Shared acknowledgement of material for consulation arriving AND Asked about links to register for webinar not being available yet. Queried if this will be part of comms consultation plan.	Response sent with a link for the project website which provides a link for registering for the webinar sessions.	
STATC3	18/09/2025	**West Oxfordshire Council**	[redacted]	Other Correspondence - 1	Showed acknowledgment of consultaion material being received.	N/A	
STATC4	18/09/2025	**Hardwick with Tusmore (Meeting)**	[redacted]	Other Correspondence - 2	Stated they don't have any details for the Parish or for Oxfordshire County Council. Suggested emailing Cllr[redacted], Cllr [redacted] and Cllr[redacted]	No further reply required. Email sent to local councillors on 22/09/2025	

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STATC5.1	18/09/2025	**Bicester Town Council**	[redacted]	Generay Enquiry - 3	Querying about timings of consultation and appropriateness to summon council for a committee meeting.	Oxalis provided clarity on consultation length and dates as well as links to website for material.	
STATC5.2	24/09/2025		[redacted]		Invites for two separate meetings and recommendation for an OxSRFI representative to come along	See STATC14	
STATC5.3	30/09/2025		[redacted]		Following up about a representative attending one of the meetings. He has stated a presentation of the OxSRFI has been added to the agenda.	Reply sent on behalf of Applicant: Apologies for the delay to your email of last week, I've been coordinating with the appropriate people re: availability. We'd be very happy to come and give an overview of the proposals to the Town Council, thank you for the invitation. Our preference would be to brief Members privately, in part because we are holding a series of public exhibitions over the coming weeks where we will be better equipped to deal with a larger audience or lots of questions across topics, and because experience of similar schemes and meetings suggests there is often more value for all concerned from a private briefing session. So a slot before the public meeting that would be our preference if possible and convenient? In terms of dates we would be able to come on the 6th – the advantage being it avoids the week where we've got a public consultation event in Bicester (on the 16th) and it would make more sense, we think, to spread these two things out. If you're able to confirm on these two points (private briefing, and date), I can firm this up at our end.	
STATC6	23/09/2025	**Heyford Park PC**	[redacted]	Other Correspondence - 3	Provided an address to send USBs containing consultation material	Oxalis acknowledging receiving the address and confirming postal of USBs to it.	
STATC7	23/09/2025	**Wendlebury PC**	[redacted]	Other Correspondence - 4	Provided an address to send USBs containing consultation material	Oxalis acknowledging receiving the address and confirming postal of USBs to it.	
STATC8	23/09/2025	**BRTA Using old ERTA Transport**	[redacted]	Other Consultee - 1	States individuals will likley engage. BRTA are advocating key goals as an organisation which include: Stratford upon Avon-Long Marston being rebuilt for rail usage and more freight by rail between Oxford to Northampton and onwards to Bedford for Mainline connectivity. If they are supported they would welcome informal collaboration.	Noted	
STATC9	24/09/2025	**Environment Agency**	[redacted]	Generay Enquiry - 4	Querying about the polygon shapefiles and also other polgons which were shown on Stage 2 location plan but not the shapefile sent.	Updated shapefile sent to EA via BWB	
STATC10	25/09/2025	**Stratford on Avon Council**	[redacted]	Other Correspondence - 5	See attached letter to saved email.		
STATC11	27/09/2025	**Caversfield Parish Council**	[redacted]	Other Correspondence - 6	Safety of using USBs to distribute consultation material. Asking for a rethink of consultation strategy.	See STATC15	
STATC12.1	28/09/2025	**Ardley Parish Council**	[redacted]	Other Correspondence - 7	Invitation for a meeting at the Village hall 14th November 2025 at 7:30 to help explain the proposals.	The Applicant Team responded to this as follows: Thank you for your email. We'd be very happy to come and give an overview of the proposals to the Parish Council, thank you for the invitation. Our preference would be to brief Members privately, in part because we are holding a series of public exhibitions over the coming weeks where we will be better equipped to deal with a larger audience or lots of questions across topics, and because experience of similar schemes and meetings suggests there is often more value for all concerned from a private briefing session. The Stage 2 statutory consultation for the OxSRFI scheme closes on the 4th November 2025 - is there a meeting we could attend, or which could be arranged before the consultation closes?	
STATC12.2						Hope you are well. Further to my email below, would you be able to advise if there is an opportunity, before the close of the consultation, for us to meet members? If this is not a suitable available date then we can discuss making arrangements for the 14th November. Please advise what would be suitable for Parish members.	

STATC12.3	10/07/2025				Confirming that a parish meeting is occuring 10th November 7:30 at the village hall. Has requested someone to come explain the proposals	The Applicant Team responded to this as follows:Thank you for your email and the invite – I will check and confirm availability with colleagues. Could you please also advise the type of meeting it will be? Will it be open to the public or a closed forum with members?	
STATC12.4	29/10/2025				Confirming the type of meeting it will be (open to public)	The Applicant Team responded to this as follows: Thank you for your email. I can confirm that 2 (or possibly 3) representatives on behalf of Oxfordshire Railfreight Limited will be in attendance for the meeting on 10th November at 7.30pm in the Village Hall. To help us prepare, could you please confirm the process and timings for our involvement in the meeting and also whether we will be asked to give a presentation (if so, should we send a copy of this beforehand so it can be displayed on a screen?).	
STATC12.5	11/03/2025				Confirmed the village hall has a projector which can have USBs and VGA cables to DVI connected to it.	The Applicant Team responded to this as follows: Thank you for your email. We will have a USB with a presentation on which could be used during the evening. How long should the presentation be? And will there be questions afterwards?	
STATC13	30/09/2025	**Caversfield Parish Council**	[redacted]	Other Correspondence - 8	Safety of using USBs to distribute consultation material.Stated they will not be distributed amongst councillors and neither will she be using them.	The Applicant Team responded to this as follows: Thank you for your emails. In relation to the concern with USBs, these have been prepared by our marketing team (Shebang Marketing), if there are any issues with the USBs, please let me know. We could also provide a wetransfer link to download the relevant documents if that would be convenient?	
STATC14	02/10/2025	**South Oxfordshire District Council**	[redacted]	Other Correspondence - 9	Acknowledged consultation ongoing and may provide a response however if not received then assume they have no comments to make.	Noted	
STATC15	15/10/2025	**Kirtlington Parish Council**	[redacted]	Other Correspondence - 10	Provided updated details on the Clerk for this Parish	Noted	
STATC16	16/10/2025	**West Berkshire Council**	[redacted]	Response to consultation - Section 43 - 1	Acknowledged the consultation has begun and confirmed they do not have any comments.	Noted - no further response required.	
STATC17	21/10/2025	**Buckinghamshire Council**	[redacted]	Other Correspondence - 11	We note from the project website that consultation for this stage is due to close on 4th November 2025. Buckinghamshire Council recognises that as a 'Statutory Consultee' in the DCO process that it has valuable local insight and knowledge. We are currently reviewing the documents that have been made publicly available on the project website. As we are sure you will appreciate, it takes time to review the Applicant's technical reports and plans. In addition to this, this development proposals span a number of Cabinet Member's portfolios and as such we have extensive briefings to give within our organisation. As a result, it is proving difficult for Buckinghamshire Council to respond by the deadline that has been given. Therefore, it would be helpful if this Council could agree an extension of time to 18th November. While we understand that deadlines are set for a reason, the Council would welcome some flexibility for the reasons given. We look forward to hearing from you as soon as possible.	The Applicant Team responded to this as follows: Thank you engaging in the OxSRFI stage 2 consultation process and for your email. As you have noted, the consultation closes on the 4th November and we therefore request any late submissions are sent over as soon as possible, even if this includes a draft version in the first instance, prior to a ratified version being provided by the 18th November.	

STATC18	23/10/2025	**BRTA (British Regional Transport Association)**	[redacted]	Response to consultation - Other Consultee - 1	We would like the Stratford upon Avon-Long Marston rebuilt for rail usage for both passengers and freight, which will relieve the Birmingham-Oxford-Reading route.We also want more freight by rail from Oxford to Northampton via Bletchley and onwards to Bedford for Midland Main Line connectivity. In addition we would like to see a proposal for re-opening the old Great Central Main Line between Leicester and Calvert (close to the proposed East-West Rail) which will be close to the Magna Park Logistics Park in Lutterworth and the nearby Hinckley Railfreight Interchange.As regard the road schemes, a bypass to Ardley, a relief road to Middleton Stoney and improvements to Junction 10 of the M40 should not go ahead.	Comments noted regarding suggested priorities for further investment in the wider rail network. The support for increased capacity for, and use of, rail freihght is noted. OxSRFI does not propose rail works beyond those necessary for the scheme itself, but would enable the shift of freight from road to rail.The suggestion that the propposed highways works and mitigation at Ardley, Middleton Stoney, and M40 Junction 10 should not go ahead is noted - these highways works are fundamental embedded mitigation measures to ensure the effects of the scheme are acceptable and to enable mitigate its likely effects.	
STATC19	23/10/2025	**Gloucestershire County Council**	[redacted]	Response to consultation - Section 43 - 2	Request further information on the transport modelling to understand trip distribution to and from the site so they can understand the impact of their highway network. A Construction Traffic Management Plan (CTMP) would be welcome to show HGV routes to access the site. Note the Cotswold National Landscape being subject to a Lorry Management Zone. Opportunities to enhance the rail connections should be explored and have stated the proposed scheme does not reflect the draft OxRail 2040 Plan's ambitions. The Plan highlights the future for a railway station at Ardley and that scheme promoters should work with Oxfordshire County Council to ensure all opportunities for modal shift have been maximised and form part of transport mitgation measures for the development.	Transport modelling work was still underway and ongoing beyond the Stage 2 (statutory) consultation which did not include a full draft Transport Assessment (TA) - at Stage 2 consultation there was extensive ongoing joint working and discussion with the Transport Working Group (TWG). The final and complete modelling and TA is presented in final ES Chapter 3 (Transport). A CTMP has been provided with the final DCO submission and confirms the strategy for all HGV traffic to access the Main Site via the M40 (not via the B430 from the south). The Applicant is aware of the 'OxRail 2040 Strategy' and has engaged with OCC on rail issues (as well as Network Rail). The siting of the proposed OxSRFI northern and southern main line connections and associated signals would be sufficiently far apart to allow a new station at the site of the former Ardley Station (that ambition, if delivered, would not be prejudiced by OxSRFI). Indeed, the proposed new signals would have benefits in terms of the operation of a new station at Ardley if it were ever reinstated. The proposed signalling scheme would also significantly improve the headway over the existing arrangements. A Passenger Rail Station Note is appended to the submitted Planning Statement and sets out how the Proposed Development is compatible with wider aspirations and ambitions for a new passenger station.	
STATC20	24/10/2025	**Cherwell District Council**	[redacted]	**Other Correspondence - 12**	1. Heights of container storage. (15m based on the draft parameter plan?) 2. Height of proposed cranes (18m based on the draft parameter plan?) 3. Height the warehouse units will be dug into the site as a result of the cut and fill exercise. 4. Site area based on the red line plan - 461.5ha (total 'order limits) 5. Site area of the main SRFI site 6. Total number of trees to be removed as part of the proposals. -	1. Up to 15.345m in Zone C - note that the container storage area sits in a significant area of 'cut', some 6-7m below current ground levels. 2. 18.345m in Zone C (as above, also sitting in the terminal which is significantly below current ground levels. 3. There is a requirement to create large flat plateau, this is done by lowering the higher parts of the site, and raising lower areas, as well as generating material needed to create the screen bunds. The topography of the site (a natural bowl) means there is a typical 2m cut across Development Zones A1, A2, A3, the western end of A4 and A5 (and deeper in some areas), but the eastern end of Zone A4 (before the spine road) sees a general 2-3m fill in the lowest parts of the site. 4. 461.5ha (total 'order limits) 5. 241ha (see the Main Site as defined on the Components Plan) 6. The consultation material indicates 150,000 new trees to be planted in the scheme. This is indicative as it will be determined through the detailed design (and could be more). However, as a comparison, through the Arboricultural Assessment and BNG Assessment, we show the loss of around 11ha of woodland/tree groups within the site, with 60ha of new woodland/forest proposed (c. 49ha net gain).	

STATC21	27/10/2025	**Deddington Parish Council**	[redacted]	Response to consultation - Other Consultee - 2	Oppose on the basis of the following reasons:• it is an overdevelopment in a rural district that will bring unmanageable levels of traffic• the intention is to take goods traffic off the roads onto the railway – it is perverse then to locate a terminal in the centre of the UK at the furthest point from the seaports• there are already terminals north and south of the Ardley site – is this proposed terminal needed?If the proposal is approved - the Parish Council request the following measures:1. Improve the junction of the A4260 and the B4031 in Deddington.2. Resurface New Street/High Street with the most effective Low Noise Surface, EU standard material.3. Install ANPR cameras at either end of the B4031 Clifton Road (ie, at Deddington village and at the east edge of Clifton village).4. Traffic calming measures on the Clifton Road B4031 at Fardon Way, Deddington, and in Clifton village (build-outs and/or speed bumps as recommended by the highways authority OCC).	The parameters for the OxSRFI scheme have been defined following direct regard to the site's context and its relationship with existing communities and other 'receptors'. The proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. Maximum building height parameters vary across the site in response to the context. The OxSRFI scheme is strategically located being the only SRFI currently on the M40 - the Main Site has good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. There are no existing SRFIs on the M40 corridor, and none directly serving Oxfordshire. The role of an SRFI would be to take HGV road traffic off the roads for the long-haul leg of the journey to and from the Ports, reducing road congestion and carbon emissions - OxSRFI is well placed to serve this role.In relation to traffic impacts in Deddington, the village is outside the study area within the Transport Assessment (ES Appendix 3.1), which was agreed with the TWG on the basis that the traffic impacts from the OxSRFI scheme are not anticipated to be material in that area.	
STATC22	28/10/2025	**Evenly Parish Council**	[redacted]	Response to consultation - Other Consultee - 3	Evenly Parish Council wish to raise serious concerns about the cumulative impact of existing and proposed developments on traffic levels along with the A43 corridor between the M40 and the M1. These include, but are not limited to: - Significant business expansion at Silverstone, where the junction is now unsafe during morning peak hours, - The proposed Puy du Fou theme park, - Distribution centres at Barley Mow roundabout, OXSRFI, and the Towcester A5 junction, - The recently approved anaerobic digester in Evenly. Collectively, these developments are placing increasing pressure on a stretch of road that is no longer fit for purpose. While we support economic growth in principle, we strongly urge that improvements to the A43 be considered as part of this proposal. Specifically, we request that the following measures be explored: - Provision of safer cycling routes along the A43, particularly between Evenly and Brackley, where school children currently face traffic travelling at motorway speeds. - Upgrades to the Barley Mow roundabout to improve safety for motorists and cyclists, - Enhanced access and traffic flow at Junction 10, which regularly experiences severe congestion during peak times. - Improvements to the Evenley roundabout to facilitate safer crossings for cyclists and motorists. - Increasing planting and tree coverage along the A43 to help mitigate noise and air pollution for residents in adjacent villages. Although we are not statutory consultees, we believe it is essential that National Highways take a strategic view of cumulative impact of development in this area and invest accordingly to ensure infrasturcture keeps pace.	The emphasis placed on understanding potential future cumulative traffic and transport issues are noted and understood. The OxSRFI explicitly includes consideration of these issues as part of the Transport Assessment (TA) which has taken account of a wide range of planned and committed development in order to understand these potential cumulative effects. In addition, other emerging proposals within the vicinity of the Main Site have been considered despite not yet being 'committed' (including the Puy du Fou theme park, and other employment sites around Junction 10). to asertain any likely cumulative effects (ES Chapter 1 Introduction sets out a full list of sites). It should be noted that the OxSRFI development is only responsible for addressing any adverse effects its future expected traffic - other sites are similarly expected to address their main effects. OxSRFI has worked closely in consultation with the relevant national and local highways authorities to agree the approach to the assessment of effects, and appropriate mitigation. The OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects associated with its traffic. These measures include sigbificant improvements to the capacity and performance of M40 Junction 10, and significant investment in new and improved local cycling and walking connectivity. The proposed works will improve the overall performance (including reduced journey times) on this part of the wider A43 corridor. The Applicant is in ongoing dialogue with National Highways about other parts of the network, including Barley Mow roundabout which may be the target of improvements by other development schemes.	

STATC23	30/10/2025	**Thames Water**	[redacted]	Response to consultation - Section 42 - 1	TWUL is the wastewater undertaker for the area with the current, nearest practical point of connection for the development draining into Bicester sewage treatment works. TWUL is the clean water undertaker for the area. OxSRFI has engaged with TWUL to understand impacts on TWUL assets with their diversion required before construction commences on any industrial units that will be within any TWUL asset clearance zones. Thames Water Utilities Limited (TWUL) assets impacted by the OxSRFI are: - Ardley Service Reservoir which includes trunk water mains which run to and from the reservoir - the Applicant has worked with TWUL on additional mitigation (informed by a breach modelling study) included within the OxSRFI scheme in the event of a catastrophic breach of the Ardley Service Reservoir. The TWUL Critical Assets team has engaged around preliminary designs. Designs do not need to be completed prior to the granting of the DCO but can be secured through requirement.- TWUL-owned land parcel is present to the south-east of the new rail terminal, which is contained within the DCO boundary;ORL have also worked with TWUL to understand the nearest practical point of connection for the development's wastewater. In 2022, an outline design and budget estimate was submitted by TWUL to ORL for constructing a new sewer from the development site to the existing wastewater network in Bicester, which was TWUL's identified, nearest, practical point of connection. Discussions remain ongoing regarding the point of connection for the development's wastewater. Confirmation of the connection point will confirm whether capacity exists in the TWUL network for the development and if any network reinforcement is required to facilitate its connection.Finally, ORL have submitted a pre-planning enquiry to TWUL to confirm a suitable point of connection for the site's clean water and whether capacity exists. Discussions on this are ongoing with a modelling study for the area currently being reviewed and finalised by TWUL.	The comments are noted. Details relating to the reservoir will be provided in due course through the relevant DCO requirement. TWUL and the Applicant have an agreed approach to the foul connection to Bicester which forms part of the DCO proposals.The Applicant has made a request for a clean water connection to serve the site. As stated in the comments, at the time of submission of the Application, dialogue is ongoing between TWUL and the Applicant.	
STATC24	31/10/2025	**Somerton Parish Council**	[redacted]	Response to consultation - Section 42 - 2	Comments on the following: - Traffic and Highway Safety (risk that scheme will exacerbate congestion, noise, pollution rather than the benefits stated); - Cumulative Impact and Flawed Planning (Proposed development must not be considered in isolation). There is no evidence of strategic assessments with the cumulative effects of nearby development therefore a judicial review is warranted); - Environmental, Landscape and Amentity impacts (loss of agricultural land and change to rural character); Questionable Justification and Strategic Need (insufficient evidence that the site offers the most suitable or necessary location); - Employment and Economic Considerations (there are better areas to locate employment intensive developments with Cherwell being below national average of unemployment which is 4.7% at 2.7%); - Mitigation and Conclusion (application is premature and unsustainable and the following should not be granted unless: Judicial Review undertaken, cumulative impact board for the development nearby and its impacts cumulatively with the OxSRFI, consideration of a somerton bypass, flooding drainage issues addressed, adequate community infrastructure, comprehensive cumulative impact assessment)	Highways - the OxSRFI scheme includes a significant number of highways and sustainable transport improvements which will help to mitigate adverse effects, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. Traffic on Somerton Road from Ardley is very lightly trafficked and the eastbound increase during the morning peak of 35 passenger cars and the westbound increase of 17 passenger cars (all light vehicle trips) would not be a severe impact. In addition, the HGV Routing Strategy which is an appendix to the Transport Assessment (ES Appendix 3.1) includes the additional ANPR camera on the B430 south of Ardley Roundabout which is part of the mitigation strategy to ensure that OxSRFI HGV traffic will not use Ardley Road. The complementary 7.5T environmental weight restriction (except for access) also extends to include the full length of Ardley Road and hence should also assist in deterring non OxSRFI HGV traffic from using the road. Further mitigation for Somerton is therefore not required.Cumulative - proposals within the vicinity of the Main Site have been included as part of the ES assessment to asertain cumulative effects (see ES Chapter 1 (Introduction) for the full list of sites).Environmental impacts - these have been assessed within the ES with mitigation measures proposed to minimise the residual effects all aspects. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London.Employment - the OxSRFI will deliver new jobs, primarily for residents in Cherwell which will in part help to address identified outcommuting issues in the Borough. Additional employees will also travel within the sub-region (please refer to ES Chapter 12 (Socio-Economics) for further details).Conclusion - a DCO application will be submitted by the Applicant to the Secretary of State who will determine the application after it has been examined by the Planning Inspectorate. The ES has considered cumulative effects and no further highways or other mitigation measures are considered as being required by the Applicant.	

STATC25	11/01/2025	**Middleton Stoney Parish Council**	[redacted]	Response to consultation - Section 42 - 3	Observations and general comments about the OxSRFI scheme:- it is out of keeping with rural nature of Cherwell Valley;- would cause significant traffic problems;- do not accept the stated aims of the modal shift as about 70% of the proposed traffic would come by road still.- concerns about cumulative impacts of traffic from other proposed developments in the area - there should be a strategic joined up assessment; - there shouldn't be any further development until previous promised S106 works from Heyford Park development are delivered; - the proposed 90 degree relief road would be inadequate to north east of vilage and would prefer a full 180 degrees (bypass) linking up with the B4030 south of the village at the Kirtlington/Chesterton crossroads; - capacity constraints at junction 9 and 10 of the M40 will be exacerbated by the proposals - the Parish Council are skeptical about the success of the proposed works as Middleton Stoney is already blighted on a weekly basis by blockages on the M40. If granted there should be a systematic programme of ANPR, and enforced restrictions on the movement of HGV and trade vehicles.- The most southerly warehouse should be removed to ensure development is contained within an area to the north of existing Camp Road (Heyford Link road) and reduce impacts on Middleton Stoney and allow grand landscaping to the south of the site.- The volume of traffic by rail as a minimum should be 66%;- Traffic mitigation measures for Middleton Stoney should include physical narrowing of roads entering the village, enhanced pavements, new signage to prevent HGVs and coaches coming through the village, and creation of speed buffer zones on entrances to the village.	Rural nature of the site - the Main Site has an immediate context which is directly influenced by the Heyford Park site to the immediate west, and nearby infrastructure including the M40. The OxSRFI Main Site has been designed with a strong landscaped edge which incoporates earthwork bunds and planting to help screen views and minimise amenity effects (including lighting, noise and air). The ES confirms this limits the extent of significant change to the site and its immediate context, and reduces wider landscape change and effects further afield.Traffic and highways - the OxSRFI scheme includes a significant number of highways and sustainable transport improvements (including at M40 J10 and J9) which will help to mitigate adverse effects from the scheme, including safety, from traffic associated with the scheme. These measures are informed and supported by the transport modelling and assessment work which has been informed by discussions with the TWG. The submitted TA sets out the extent of the expected effectiveness of these works in reducing the impacts, and in addressing some existing problems and challenges locally. The Middleton Stoney Relief Road - the traffic modelling predicts that the impact of MSRR will be to reduce total traffic flows through the centre of Middleton Stoney by 31% with no further highways improvements proposed around the village.The Heyford Park highways works will need to be delivered by the Heyford Park developer but these works are not required to deliver the OxSRFI scheme.ANPR cameras are proposed to help deliver the HGV Routeing Strategy which would restrict HGVs from travelling to and from the south of the Main Site on the B430.Road to rail - as a result of the OxSRFI scheme there is an anticipated modal shift from road freight to rail freight equivalent to 1,104 HGV movements per day. Over 53 million HGV miles will be removed from the road network per year as a result of the mode shift to rail from road.Improvements within Middleton Stoney, in addition to MSRR, comprise:- provision of signalised pedestrian crossings within the existing signalised junction, across the B430 southern arm and B4030 western arm;- construction of bus stops on the B430 northbound and southbound, north of the signalised junction; and- construction of a zebra crossing north of the signalised junction.	

STATC26.1	11/03/2025	**Mid-Cherwell Neighbourhood Forum**	[redacted] (Fritwell Parish Councillor)	Response to consultation - Section 42 - 4	In relation to the Stage 2 consultation, the Forum stated: *"we consider the approach to have been comprehensive and well-advertised. It provided local parishes with full access to understand the proposal at its current development stage, including the information provided on OXSRFi website, the in-person exhibition events (both Stage 1 and Stage 2), the materials provided (on memory sticks) to Parish Clerks and the Webinar's undertaken."*The Forum consider the scheme is inappropriate in its location, scale and unproven need. They have doubts about role of the interchange as a relatively marginal operation when weighed against the vast floorpsace to be created. Comments include: Planning and Consultation - queries raised in relation to security, confirmation about the phasing of project (particualrly in relation to the delivery of Rail Freight interchange and the Junction 9/10 works), water supply, and flooding from the cumulative developments in the area.Rail - confirmation on how the Rail Freight Terminal would evolve and whether the the rail freight movements per day would be 4 at the initial stage and 10 after expansion, and confirmation on capacity of Chiltern Railways timetabling. Landscape, Visual and Environmental - lighting and noise impacts on adjacent rural communties including Somerton and Fritwell.Transport and Highways - request for ANPR cameras to the north of the scheme, inclusion of Heyford Park and Puy du Fou in the cumulative assessment, consideration of last mile delivery, and consider extending thre MSRR 180 degrees round the village. Benefits to Local Communities - if the application is approved the Forum want to identify communtiy benefits through S106 contributions.	The positive comments about the Stage 2 consultation process are noted.The OxSRFI proposals responds to government policy which identifies a compelling need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to national freight rail and strategic highways networks. The OxSRFI will also be the only SRFI (currently) on the M40 corridor with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. The scale of development reflects the wider strategic needs for logistics around M40 J10 and along the M40 corridor (see Market Analysis Report, Document 7.1), and also responds to the constraints and opportunities presented by the Main Site.The phasing of the development and construction is set out in ES Chapter 2 (Description of Development and Alternatives) and a construction programme is part of the CEMP (ES Appendix 2.3). In terms of rail delivery and timing, the first phase of the rail operations can accommodate the minmum requirement of 4 trains a day (with train 'paths' identified), with the terminal design able to accommodate up to 12 trains a day (see ES Chapter 2 (Description of Development and Alternatives) and the Rail Report (Document 7.2A)). The programme shows intentions to deliver infrastructure (rail and road) early in the build programme.Discussions in relation to water supply are ongoing at the time of writing with Thames Water (TW) but it should be noted that TW are required to provide water supply if requested by the customer. The majority of the Main SIte is at a low risk from fluvial flooding and a drainage strategy has been set out to demonstrate how the scheme can accommodate and store surface water and a sustainable and predicatble way without increasing risks off-site.Environmental effects - the ES assesses environmental effects from the proposed development on the surrounding rural communities and it should be noted that no significant adverse residual effects in terms of lighting or noise on either Somerton or Fritwell or any other rural communiy are idenfied in the assessments undertaken.ANPR cameras - cameras north of the Main Site are not proposed on the basis that the B430 north of the Main Site is proposed to be stopped up, thereby removing traffic from Ardley village onto the Ardley Bypass. Weight restrictions in an area covering Ardley and Fritwell are proposed to be delivered through the DCO. The cumulative effects assessments across the ES have been updated to include a proportionate assessment of effects with the recent (as yet undetermined) Heyford Park proposals (the 9,000 homes New Town proposals) and the Puy du Fou leisure application (see ES Chapter 1 (Introduction)). The highways improvements are based on data which considers a range of potential end users and ensures a robust assessment of potential traffic effects Traffic modelling relating to the MSRR predicts that the impact of MSRR will be to reduce total traffic flows through the centre of Middleton Stoney by 31% with no further highways improvements proposed or required around the village.A draft S106 includes a range of transport related measures such as bus service contribution, bus infrastructure provision and A4095/B4030 roundabout improvements. Seperate to the DCO, the Applicant will also provide a community fund which can be used to support or deliver local projects in Ardley, Middleton Stoney and Heyford Park communities (as those closest to the proposals) with the intention being that funding is helf and administered by the local planning authority.	
STATC27	11/03/2025	**Historic England**	[redacted]	Response to consultation - Section 42 - 5	Comments only relate to impact on the RAF Upper Heyford Conservation Area and scheduled monuments. Discussions have been held between Historic England (HE) and the Applicant. In dialogue HE recommended the view eastwards down the main runway at Upper Heyford is a significant one and that the proposed bund around the development area might be lowered where it crossed the view down the runway and that the tree planting might be retsircted to either side of that view. This is indicated on the photomontages prepared by the Applicant, but needs to be shown clearly on the Illustrative Masterplan and the Parameters Plan which does not show the lower bund at end of the runway. The precise details of hieghts and proposed planting will need to be included within information submitted with the application for DCO. HE's view is that the harm caused to the Conservation Area is in the lower part of less than substantial (with reference to National Networks National Policy Statement paragraph 5.222), and this harm should be weighed against the public benefits of the proposal. HE concurs with the assessment of impacts on scheduled monuments set out in the Archaeological Desk Based Assessment (paragraphs 5.5 - 5.32).	The recommended approach by HE to the end of the runway has been adopted and retained. Further detail in relation to the half-height bund is detailed within the DCO submission including references within the ES and the inclusion of a cross-section as part of ES Chapter 7 (LVIA). The lower bund height is also shown by the spot heights included on the Parameters Plan.	

STATC28	11/03/2025	**Upper Heyford Parish Council**	[redacted]	Response to consultation - Section 42 - 6	Objection on grounds of: - Excessive scale and inappropriate location (out of keeping with rural character of the area). - It would alter the landscape and visual setting (it would industrialise a large swathe of North Oxfordshire); - Cumulative impact of developments (no adeqaute cumulative impact assessment);- Noise and Light Pollution (would bring significant noise and light pollution); - Lack of Local Benefit (little tangible gain for immediate local community); - Conclusion (scale, cumulative impact and pollution).	The OxSRFI proposals responds to government policy which identifies a need for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network - Government Policy (in the National Networks NPS) recognises that the infrastructure connectivity and scale required of SRFIs means they may need to be 'in the countryside'. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. The parameters for the OxSRFI scheme have been defined following direct regard to the site's context and its relationship with existing communities and other 'receptors'. The proposals include substantial green infrastructure and landsaping (which account for almost 60% of the total site area) and which includes significant earthworks mounds around the Main Site which help to minimise adverse visual and landscape effects. The scale of development also reflects the wider strategic needs for logistics around M40 J10 and along the M40 corridor (see Market Analysis Report, Document 7.1).Proposals within the vicinity of the Main Site have been included as part of the updated ES assessment to asertain cumulative effects (see ES Chapter 1 (Introduction) for the full list of sites).Environmental effects - the ES assesses the likely environmental effects from the proposed development on the surrounding rural communities and **it should be noted that no significant adverse residual effects in terms of lighting or noise on any of the local communities are anticipated.** In particular for Heyford Park it should be noted that in the south-west corner of the Main Site since the Statge 2 consultation process the extent of bunding has been widened and height increased to further reduce effects to potential residents within Heyford Park. The OxSRFI scheme will delvier significant local benefits - these are set out in detail in the Planning Statement, but include significant new employment opportunities, new bus service connections, wider highways improvements at M40 J10 and J9, new and improved walking and cycling network enhancements, and additional biodiversity gains.	
STATC29	11/03/2025	**BBOWT (Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust)**	[redacted]	Response to consultation - Section 42 - 7	Objecting for the following reasons: 1. Impact on Ardley Cutting and Quarry SSSI including BBOWT Ardley Quarry nature reserve 2. Impact on Local Wildlife Sites and other Designated Sites 3. Impact on Species 4. Loss of Greenfield Land, Priority Habitat and Hedgerows 5. Impact on Ardley and Upper Heyford Conservation Target Area 6. Lack of solar panels or green rooves on the vast majority of the warehouse roof space 7. Catchment Areas 8. Biodiversity Net Gain and Compensatory Habitats 9. Lighting	Bespoke mitigation for the loss of SSSI has been agreed with Natural England. The green infrastructure proposals as part of the OxSRFI scheme will create new habitat links and improve habitat connectivity to Ardley Cutting and Quarry SSSI, local LWSs and Ardley Road Verge Nature Reserve and to other habitats beyond the site boundary and will contribute towards several of the habitat priorities highlighted within the Oxfordshire LNRS including the creation of calcareous species-rich grasslands, including on the newly exposed subsoils of the railtrack cutting created on site; creation of other neutral species-rich grasslands; creation of new woodland, and areas of habitat that contain a matrix of habitat types including small woodland patches, scattered trees, scrub, and grassland; the enhancement of watercourse sections and management of riparian habitats to achieve good ecological condition, and creation of new ponds to increase biodiversity and create more clean water habitats. The proposals do include roof-mounted PV on buildings as part of the Energy Strategy (and Carbon Management Plan), with the potential for buildings to accommodate more PV subject to energy requirements. 10% net gain is not yet mandatory for NSIP sites, nevertheless the BNG assessment undertaken demonstrates how the proposals can achieve a net 10% gain across on-site habitats, hedgerows and watercourse habitats (an HMMP is submitted). In terms of lighting - the proposed lighting strategy has regard to ecological standards and requirements which identifies appropriate positioning and orientating of luminaires and the use of shields or cowls to ensure that any artificial lighting of potentially sensitive ecological receptors during the operational phase is negligible and within the range of natural moonlight.	

STATC30	11/03/2025	**Cherwell District Council- Environmental Protection (EHO)**	[redacted]	Response to consultation - Section 42 - 8	The methodology had previously been agreed and is therefore accepted.The baseline conditions and findings of the draft air quality and odour chapter for both the construction and operational phase are accepted.Noted that the odour impact for the partial excavation of the Ardley Landfill is to be considered further once more information is available and that we will be consulted on the assessmentNoted that road traffic emissions for the operational phase will be further assessed once detailed traffic data is available. This will include the cumulative impact of other committed developments as listed in Table 1.2 in Chapter 1: Introduction, which includes the recently submitted application, ref. 25/02190/HYBRID at Heyford Park for up to 9,000 dwellings plus commercial useParagraph 4.4.5 mentions the AQMAs. For information AQMA No.4 in Bicester is to be revoked as NO2 levels have consistently been below the objective level for the last five years (Defra requirement).	The agreement by CDC to the methodology, and the Applicant's assessment of baseline conditions, is noted and welcomed. The clarification regarding the revocation of the former AQMA No.4 (in Bicester) is useful, and further underlines the generally good air quality in the wider area. The assessment of Air Quality and Odour was completed following the Stage 2 consultation process, and includes appropriate assessments of the proposed landfill reprofiling works, and the impact of road traffic using data from the Transport Assessment (TA). The assessment shows no likely significant residual effects on Air Quality or Odour, with any odour effects limited to the construction phase and subject to mitigation (an Odour Management Plan associated with the Construction Environmental Management Plan (CEMP). While there will be some minor adverse effects on Air Quality in some areas, the assessment also identifies benefits in some village locations (including Middleton Stoney) associated with reductions in through-traffic as a consequence of proposed highways infrastructure.	
STATC31	11/03/2025	**Oxfordshire County Councillor - Deddington Ward**	[redacted]	Response to consultation - Other Consultee - 4	Responded to Comment Form Questions.Q1.Does not believe it is clear for an SRFI in this location. With regard to receiving freight trains from Southampton there is no detail on reversing facilities required at Banbury to bring infrastructure in. It is unclear on the role of the Chiltern Main Line with regard to strategic rail freight network with Doucment 7.2 [Figure 4] appearing to list it as a diversionary route only. No clear indication on criteria for core trunk or diversionary routes. It is unclear why so much warehousing is needed (compared with Northampton Gateway). There are no proposed capacity improvements to accomodate the extra pressure on the Chiltern Main Line and the Aynho Junction through Banbury. Confirmation from Chiltern Railways should be sought that there is capacity. The mileage saving document is overly optimistic and the carbon impact set out in the Non-Technical Summary being negative shows the applicant needs to do more. Concern that critical shift onto rail has not been made. Q2. Concerns raised in relation to a convincing explanation if Junction 10 were to cease existence for whatever reason. Comments about cumulative development impact onto J10 and nearby roads. Q3. Concerns raised in relation to 88% of workers arriving by car without the Ardley Station. Concerns raised in relation to OxSRFI being a constraint to a potential future Ardley Station.Welcome thought has been given about Public Right of Way. Welcomes the additional signalling although capacity improvements may be required.Plans for PRoW should account potential development of Heyford Park.There are also comments about potential bus enhancement opportunities. Q4. There can be a range of measures to provide fast public transport for Heyford Park residents, and there is a need for a strategy to manage the impacts on Middleton Stoney in light of planning consents. Welcome ANPR enforcement however the exhibition material is not acceptable stating for the equipment to run merely by way of unilateral undertaking which cannot robustly enforce these restrictions. Queries rasied in relation to the environmental weight restrictions in Fritwell and requests that restrictions are also placed on the B4031.Q5. Request for extensive tree planting along M40 for noise mitigation as this was promised when the M40 was intially built however was not upheld - J10 works provide an opportunity for this. LVIA effects should be minimised. General Comments. Noise during construction is a concern. Project should be conditioned to use Solar PV on warehouse roofs for power. Postives that ANPR cameras will keep HGVs out of Fritwell and Somerton but it would be better to see confirmation where they will be and that they will be operated by OCC and a funding agreement is in place for their installment. Suggestion for a Local working or liason group potentially joint with the promoters of other development in the area would be useful as a	1. A suite of Rail related reports form part of the submitted application (see Document series 7.2). Evidence submited as part of the applicatoin confirms that at least four round trip daily freight paths can be provided which confirms the key requirement of the NPS is satisfied, but further paths are considered to exist and work will continue with Network Rail including post any DCO consent - the timeable is often adapted and evolves, and so pathing is not static of fixed. There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI. Southampton is one viable port option, but OxSRFI is not dependent on it. Flows may originate from London Gateway, Felixstowe or Liverpool depending on customer requirements. Routing via Reading and London is significantly less problematic than suggested. Banbury reversals are unnecessary and would be avoided. The Great Western Main Line offers suitable freight windows and is used extensively for similar flows today. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Line or its location. The following points are directly relevant to these concerns and queries raised:- freight is already using the Chiltern line both as pathed services and for trains diverted due to closure of other lines.- W8 is the minimum requirement set out by Gov in the NPS. It is identified because it is suitable for intermodal freight. - GBRf are very confident there is a strong market for rail freight in this location. This includes international i.e. to ports, channel tunnel and also national i.e. 'terminal to terminal' movements within the UK.W8 allows for 8'6" containers (those used regularly for intermodal distribution in the UK i.e. terminal to terminal) to be carried on conventional wagons, and 9'6" containers (more regularly used for international intermodal i.e. from Ports) carried on low platform wagons.The OxSRFI proposals responds to government policy for additional SRFIs across the country. The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London. The scale of development reflects the wider strategic needs for logistics around M40 J10 and along the M40 corridor (see Market Analysis Report, Document 7.1), and also reflects consideation of the constraints and opportunities presented by the Main Site, including seeking to minimise or avoid environmental effects and impacts.In relation to climate change, the OxSRFI proposlas accord with naitonal policy with regard to GHG and climate change adaptation, as well as with existing and emerging local planning policies on this topic, the impact of the OxSRFI scheme on climate change for both the construction and operational phases, in addition to the whole lifetime, has been assessed in ES Chapter 15 (Climate Change) to result in minor adverse effects, which are not significant. The OxSRFI scheme is estimated as being likely to remove more than 53 million HGV miles from the road network per year with emissions reduction as well as congestion reduction benefits.	

					means of two-way communication. There have been archaeolgical finds at Dewars Farm of major signifciance which should not be lost. Also not certain that visitors to the theme park will arrive by public transport as set out in Chapter 16 which omits the theme park.	2. The OxSRFI scheme includes a significant number of highways and sustainable transport improvements (including at M40 J10 and J9) which will help to mitigate adverse effects from the scheme, including safety, from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed by discussions with the TWG, including OCC as Highways Authority. 3. The Applicant notes and welcomes the positive comments regarding rights of way, and regarding rail signalling, and engagement around bus improvement opportunities. The submitted Framework Travel Plan (ES Appendix 3.2) sets out targets which have been agreed with OCC to reduce Single Occupancy Vehicle trips from a baseline of 92% to 68% by year 5, which would represent a notable modal shift of 26% towards more sustainable transport modes (including care share (20%), public transport (8%) and walking/cycling (4%)). With reference to a potential future passenger station at Ardley, the Rail Report (Document 7.2) sets out that '"the siting of the proposed OxSRFI northern and southern main line connections and associated signals would be sufficiently far apart to allow a new station at Ardley to be sited between the two. The new signals would also then have the benef it of allowing services to be held on the main line, which would be important for the operation of a station at Ardley if it were ever to be reinstated. The proposed signalling scheme would also signif icantly improve the headway over the existing arrangements." (paragraph 6.8.2). OxSRFI would not prejudice or prevent a new Station at Ardley, and could support it's operation, if taken forward in due course. In relation to bus services, the Framework Travel Plan sets out how the propsed Section 106 Agreement would make a Bus Service Contribution to improve two services between Bicester-OxSRFI-Heyford Park, and Banbury-OxSRFI.	
						4. The OxSRFI scheme would significantly reduce traffic in Middleton Stoney through the measures proposed (i.e., the Middleton Stoney Relief Road). The approach and location of ANPR camera's, and environmental weight restrictions are explained within the Travel Plan (ES Appendix 3.2), and discussed and agreed in principle with OCC as part of the package of measures to address otherwise likely traffic impacts. The focus for environmental weight restrictions is on the villages of Ardley and Fewcott, Fritwell, and Bucknell. 5. The OxSRFI scheme includes an extensive landscpaing scheme which helps to minimise landscape and visual effects on surrounding receptors. The landscaping scheme also includes the planting of over 150,000 new tress which will help to screen views around the OxSRFI site once they are matured. The highways works include planting and lanscaping where consistent with highways design and safety standards.General: noise levels during construction will be mitigated through the CEMP which sets out a variety of best practice measures to help minimise these temporary impacts on sensitive receptors in the area and minimise or avoid significant effects. The OxSRFI scheme will deliver roof mounted solar PV on the warehouse buildings which are designed to accommodate up to 100% solar PV on available roof space if required by occupiers (and/or if the local grid were able to accommodate significant feed-in). HGV camera details are included as part of the HGV Routeing Strategy (part of the Transport Assessment (see ES Appendix 3.1). The Applicant has proposed a Community Liaison Group as one of the DCO requirements, to coordinate progress of the development of the OxSRFI scheme with local stakeholders. **Any involvement by other nearby developers or site promoters would be subject to later discussions with the Applicant and other proposed members of that group (including Cherwell DC).** Archaeological investigation has been undertaken across the OxSRFI site with mitigation proposed in response to dialogue and engagement with OCC. The list of cumulative sites (see ES Chapter 1 (Introduction)) has been updated to include a proportionate assessment of the Poy du Fou application (ref. 25/02232/OUT). The TA includes a comprehensive 'cumulative' assessment through inclusion of an extensive list of committed and planned development sites across the wider area.	

					S42 Consulation submission.They are supportive of the proposed development and the shift of freight to rail from road. Cannot support as modelling evidence is not complete and safe operation of SRN cannot be demonstrated and further mitigation in other areas may be required. Have provided comments on the following: Preliminary Environmental Impact Report (PEIR) (Approach and assumptions generally acceptable but will need further assessment and complete ES stage; Traffic and Transport (Study is appropriate but may need extending to account full impact onto SRN, including Junctions experiencing trips over 30 during peak periods.Modelling scenarios are considered acceptable and consistent with their previous discussions but once complete will need to be reviewed again. Personal Injury Assessment data does not show most recent available data but they are happy with study area.Will need to demonstrate need for interventions (A34 collisions) in this location and for the suitablity of proposed safety improvements.Request a validation exercise to show trip rates used are most appropriate to use but that aisde they are satisfied with trip rates); Construction Impacts of the Proposed Developments (Roadspace booking will be required via the National Highways Roadspace Team and sufficeint time should be allowed for this. Ntaional Highways would need to agree any Abnormal Indivisible Loads (AIL) that are intended to use the Strategic Road Network); Proposed SRN Mitigation WorksM40 J10 and A43 (Want evidence from the VISSIM modelling and a Road Safety Audit (RSA) that the proposed scheme can safely accomodate the increase in traffic arising from the proposed development. Alterations may be required as part of Detailed Design check before construction of works. They have provided tools for the signing strategy to avoid wrong way driving. Want to understand consideration of how compliance to speed limit M40 northbound on-slip , straigth section and bend before the merge will be ensured. They have requested to discusse speed limit from Ardley to Padbury); Proposed SRN Mitigation Works Junction 9 (Interim Road Safety Audit identifies rsk of collisions from lane changes and no solutions are yet to be provided and design is therefore yet tp be agreed. Whilst this principle has been estbalished through TWG, it is not agreed by National Highways that this form of mitigation is the appropriate measures.Modelling should demonstrate a solution is safe); Ecology and Biodiveristy (Aftercare from contractors for 5 years should be arranged for planing along the SRN and must also be feasible to maintain. It should also not impact visiblity, drainage or maintenance); Air Quality (they will review once impact of the scheme is available); Noise(Sufficient detail for night time noise form works is still required but it is considered this will unlikely exceed SOAEL. Will a S61 for these works be applied for and will the noise arising be monitored. For the impact classifications for changes in road traffic noise, it is unclear why long term change classifications have been used for the short term changes. Prior to submission, detailed construction and operational noise predictions for works that interact with SRN should be shown); Drainage (they recommend DCO red line boundary allows sufficient spaces for all drainage assets); Technology Strategy (Loop sites wihtin the carriageway could be susceptible to damage from the construction process and any that are damaged should be replaced as part of scheme of works); Signage Strategy (They have provided verbal feedback on the strategy); Cumulative Effects (Should include Puy du Fou and Heyford Park); CEMP (Antipated that SRN mitigation will be infromed by a P-CEMP); CTMP (Construction traffic routed via SRN and then Local Road netowk is considered acceptable but further investigations of each junction will be required before agreement can be provided.); Land aquisition (They would object to a compulsory aquisition of any of its land); Draft DCO and Protective Provisions (Protective provisions should eb secured on face of the order) conclusion (support principle of development btu will object if issues riased not addressed.		
STATC32	11/04/2025	**National Highways**	[redacted]	Response to consultation - Section 42 - 9		Respons to be provided by ADC on completion of Transport chapter	
STATC33	11/04/2025	**Chiltern Railways**	[redacted]	Response to consultation - Section 42 - 10	Chiltern require further detailed technical information to allow for support of the scheme but they also recognise that some of this won't be available till a later stage for example Network Change. They acknowledge that the connection onto the Chiltern Main Line will provide connectivity to the national rail network for freight services and also its alignment with several rail and freight growth policies. Current proposals should include reference to Heyford Park and the possible new Ardley Railway station and further modelling will be needed to identify the impact of trains entering and exiting the SRFI alongside plans for the expansion of Chiltern Railways' services and the prospect of a new station. We recognise further modelling will be done at a later stage e.g. Network Change. The justification	The Applicant acknowldeges the response which recognises further work at a later stage in the delivery of the OxSRFI scheme i.e., Network Change. The Applicant can confirm their intent to maintain and progress matters with Chiltern Railways going forward through to Network Change and scheme delivery in to the 2030's. In relation to the potential proposals for a passenger station at Ardley Station, this is reconginsed within the Rail Report (Document 7.2).	

					for the construction of SRFI sites and linkage to rail is not disputed by Chiltern and this response focusses wholly on impact to Chiltern Railways through consequetial amendments to capacity.		
STATC34	11/04/2025	**Oxfordshire County Councilor - Chesterton & Launton Ward**	[redacted]	Response to consultation - Other Consultee - 5	Responded to Comment Form Questions. Q1. They do not believe a sufficient case has been made for siting of this project due to need for heavy grading and its distance from Southampton and Daventry which does not make it correct for its requirement to be built in this area.The capacity of the local and regional rail lines appears not sufficient to support this project and this may further set back the electrification of railways. Unclear how it will integrate into East West rail, Cherwell Valley and Chiltern Main Line Railways. Q2. With there being several huge developments, it is unclear how the area and vision for the area will change. They believe the OxSRFI does not account vast increased usage of roads and does not account for increased capacity on the local roads. Stoppages put massive pressure on J10 and local A and B roads. Q3. If the Ardley station would take 10 years before being fully integrated then it should not be relied upon in any way as a mitigation for commuting road traffic as this mitigation would take 10 years in effect to come forward. Q4. Suggestion that a more sutiable solution to the bus gate should be consulted with residents nearby. ANPR enforcement is not sufficient and should be run by OCC. Q5.Natural screening for noise should be a priority with enforement options should they not be followed through. General. Cannot support project and mitigation is not sufficient to address compounded impact of all the developments coming forward.	1. Analysis by the Applicant within the Pathing Study (see Document 7.2A) confirms that at least four round trip daily paths can be accommodated, which is the key test for this planning stage. Southampton is one viable port option, but OxSRFI is not dependent on it. Flows may originate from Gateway, Felixstowe or Liverpool depending on customer requirements. Routing via Reading and London is significantly less problematic than suggested by OCC. GBRf would avoid Banbury reversals, as this is unnecessary. The Great Western Main Line offers suitable freight windows and is used extensively for similar flows today. Passenger services are adjustable under the Network Code to support freight demand and have been modified successfully many times before. In terms of grading, there is a requirement to create large flat plateau, this is done by lowering the higher parts of the site, and raising lower areas, as well as generating material needed to create the screen bunds.2. The OxSRFI scheme includes a significant number of highways and sustainable transport improvements (including at M40 J10 and J9) which will help to mitigate adverse effects from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. 3. The potential new passenger station at Ardley is not relied upon as part of the OxSRFI scheme, due to the current uncertainties for where, how and when it will be delivered.4. The Middleton Stoney bus gate (which was included as part of the OxSRFI proposals within the Stage 1 (non-statutory) consultation), was removed from the scheme ahead of the Stage 2 (statutory) consultation process. ANPR cameras within the red line boundary are private and would be maintained by the Applicant. **ANPR cameras within the public highways would either be agreed with the highway authority or through a Section 50 license.**5. The OxSRFI scheme includes significant earthworks and bunds which will help to screen views and minimise noise levels, with additional acoustic fencing included north fo the rail terminal to further reduce noise effects at properties north of the Main Site.General: the ES includes an assessment of cumulative sites that comprises developments within the vicinity of the Main Site.	
STATC35	11/04/2025	**Bucknell Parish Council**	[redacted]	Response to consultation - Section 42 - 11	Share concerns with traffic and transport. They have requested construction of a relief road around Bucknell to ease congestion. Concern for rat running through Bucknell and they are unhappy with lack of protection for Bucknell other than the 7.5 tonne weight restriction which is welcomed. With the Ardley-Bicester road biesecting Bucknell, the entirity of its population will be affected by the traffic and this is their case for a relief road. They have requested 40mph speed limit on Ardley-Bicester road and as the B4030 has a 50mph road, and this will encourage rat running on the Ardley-Bicester road. They are concerned that the Middleton Road roundabout will encourage more people to use Middleton Stoney as a cut through to Bicester wehn the B4030 is busy or blocked.	The OxSRFI scheme includes a significant number of highways and sustainable transport improvements (including at M40 J10 and J9) which will help to mitigate adverse effects from traffic associated with the scheme. These measures are proposed further to the transport modelling and assessment work which has been informed discussions with the TWG. In terms of Bucknell, the proposed improvements to the strategic highways network at M40 J10 and the A43, will help to attract traffic to the higher category roads and away from the often less appropriate local road network. As a result of this reassignment, **ES Chapter 3 (Transport), confirms that village of Bucknell will see a significant decrease in traffic in the village.**	

STATC36	11/04/2025	**Biffa Waste Services**	[redacted]	Response to consultation - Other Consultee - 6	Object on the basis it would undermine national and local waste policies. The BWB Odour report is incorrect as it shows low levels of odour occurences which cannot be attributed to the operation of the facility. It is incorrect to assume it will be decommissioned at the end of its lease and there is also a demonstrable need to retain the waste management capcity provided by the Ardley IVC Facility. Chapter 13 of the Draft ES does not present a robust assessment of waste needs for the County. The reliance on data from the WDI misrepresents the waste management capacity in the county. There is no evidence that alternative sites could absorb waste from this site through spare capcity. In conclusion, the removal without replacement would create a significant infrastructure gap.	The Applicant has engaged directly with Biffa during the preparation of the application, and with OCC as Waste Planning Authority. ES Chapter 13 (Waste) confirms that the IVC Facility lease ends in 2030 and if OxSRFI is consented will not be extended (requiring the operator to vacate the site) at that time. The ES Waste Chapter has been updated to reflect the available capacity of composting and food waste treatment facilities within Oxfordshire and confirms that if the IVC Facility was closed (with a maximum operational capacity of 35,000 tpa), then it would leave a total capacity of 204,600 tpa, which is sufficient to cover the projected capacity requirement of 171,000 tpa in 2031 (a surplus of 33,600 tpa).In terms of planning policies, the Planning Statement (Document 5.4) acknowledges the relevant policies and considers the extent of any harm caused to the ability to deliver the Waste Plan's objectives and targets.	
STATC37	11/04/2025	**Natural England**	[redacted]	Response to consultation - Section 42 - 12	Internationally Designated Sites - the Shadow Habitats Regulations Assessment (sHRA) should be updated to consider potential impacts from air quality. Nationally Designated Sites - Ardley Cutting and Quarry SSSI - the PEIR does not go into much detail on the exact losses and proposed compensation strategy for impacts to the SSSI.They welcome application of mitigation hierarchy and the inclusion of the Alternative Sites Assessment. Currently not enough information to support the conclusion of 'not a significant adverse effect' on Ardley Cutting and Quarry SSSI. Further work includes exact parts impacted. The botanical survey is high level and does not make this clear. More detail also required on compensation strategy. The best way to secure this would be a DCO requirement and associated bespoke management plan. They recommend that the same air quality assessment protocol for habitats regulations sites is followed for the SSSI. They also welcome further information on potential impacts to geology and how they have been assessed). Air Quality - standard advice provided. Protected Species - standard advice provided. Best and Most Versatile Land (BMV) - they acknowledge the loss of 32.8ha of BMV is considered a permanent significant adverse effect. Local sites, priority habitats and species - standard advice is provided. BNG - They acknowledge the scheme delivering 10% BNG and advise the latest Defra metric is used. Biodiversity plans should be secured for a minimum of 30 years and secured through the DCO. They welcome the usse of Target Conservation Areas to aid assessment and inform the propsoed BNG approach. **They require clarity that the amounts of reprovided habitats within certain CTAs are being reprovided in line with the BNG strategy and associated secure management and monitoring. It is assumed that they would be, but we would appreciate clarification on this point.**	**FPCR to review and ensure a full response is provided (with reference to results from AQ chapter):** An updated and final sHRA has been submitted as part of the application, and the findings of that process discussed with Natural England in the period between the Statutory Consultation and submission of the Application. A full assessment of the likely impacts - including losses and proposed compensation - relating to the Ardley Cutting and Quarry SSSI forms part of the final and submitted Chapter 6 (Ecology). The proposed compensation strategy includes substantial additional provision of new calcareous grassland which more than compensates for the limited scale of losses required to enable the provision of the required rail terminal infrastructure. The ES assessments include consideration of any likely air quality effects on the SSSI and other ecological receptors - **EXPAND WITH FINAL ECOLOGY CHAPTER IN HAND.** **The OxSRFI scheme will deliver in excess of 10% BNG, despite not being mandatory - full details are provided, as is an HMMP regarding the long-term (30 year) management of those habitats. FPCR TO ADD REFS TO CTAS.**	
STATC38	11/04/2025	**Viridor**	[redacted]	Response to consultation - Section 42 - 13	Refer to safeguarding waste management sites under Policy W11. SRFI proposal introduces a Traffic Regualtion Order (TRO) which will put a 7.5T environmental weight restriction zone to the villages heading north of the site but this will impact on Viridors existing routing agreement. They want to ensure the Ardley ERF can operate throughout construction of the proposal without disruption. They have requested information as part of the application: Detailed construction phasing plans for proposed highway works to show routes accessible throughout construction period to and from J10 and Ardley ERF. Confirmation that any costs associated with revising the Viridor Routing Agreement will be borne by the proposed development. They would like to work proactively with ORL and if needed will discuss their comments in advance of providing the information.	The OxSRFI scheme will continue to provide access to the Viridor site and facility throughout the construction process, either via the existing route (along the B430) or along the Ardley Bypass once constructed. **The 'Landfill Reprofiling Technical Note' (ES Appendix 13.1)** sets out the proposed approach to delivery of the works required in the landfill area, including details regarding retained access for the existing waste activities by Viridor.	

STATC39	11/04/2025	**Anglian Water**	[redacted]	Response to consultation - Section 42 - 14	Confirm they are not statutory undertaker for the area but that Thames Water are. They confirm difficulties of new pipelines near the rail due to barriers and safety concerns to ongoing maintenance. They conclude they are currently working to see if a Foul Water solution is feasible, sustainable and viable.	The Applicant has amended the proposals post-the Stage 2 (Statutory) consultation and a connection to Anglian Water assets is no longer being pursued.	
STATC40	11/04/2025	**Pegasus on behalf of Dorchester Living**	[redacted]	Response to consultation - Other Consultee - 7	Dorchester share key concerns about the proposal in relation to its overbearing impact and effect on placemaking of a new town. They note ES chapters are still draft and that these will be complete in Q1 2026. They reiterate the importance of placemaking for the Hybrid application for Heyford Park. They believe OxSRFI should facilitate the reinstatement of a passenger station at Ardley. Other key concerns are: Transport (Vehicular access. There is no clarity of highways infrastructure delivery timescales. The current OxSRFI proposals could undermine the delivery and operation of committed imporvements to Camp Road and Chilgrove Drive. The amendments to the B430 and stopping up to the B430/Unnamed Junction could restrict access to Heyford Park and undermine previously approved transport infrastructure. They will object until there is evidence to show that the access will be protected. OxSRFI proposal currently does not include cumulative assessment of Heyford Park Planning Application and they believe a joint review would identify an agreed solution); Pedestrian and Cyclists (Request for an investigation as to whether segregated routes is possible instead of delivery of shared facilties. This would allow compliance with LTN 1/20. They would also like a direct foot/cycle connection through the SRFI to allow a key connection to Heyford Park and Bicester. The current route diverted between Camp Road and the B430 would result in 1.0km extra distance to walk/cycle. There is also no evidence that the Bicester Cycle route is safeguarded); Public Transport (They would like a capcity assessment of the proposed bus services so no inconvenience is caused to Heyford Park users.They welcome the ability to include a new station alongside the proposed OxSRFI but have provided some recommendations); Pegasus have concerns about lack of detail and omission in the LVIA assessment, with the principal being it has been designed and assessed in isolation and the second critical point is the PEIR LVIA fails to identify character and visual receptors which could be affected. The PIER LVIA also does not include any form of ZTV mapping which fails to address the PINS Scoping report. They advise engaging with Dorchester Living to establish design principles and support in the mitigation of the landscape.	The Applicant noted these comments, and in response has continued dialogue with Dorchester between Stage 2 consultation and finalisation and submission of the Application. In direct response to concerns and queries raised, refinements and changes were made to the OxSRFI scheme, including to the scheme parameters (these are reflected in the submitted Parameters Plan, Document 2.5), including increased height and depth of landscaped bunding on the site boundary closest to the Dorchester site, and reduced max. building heights within those zones of the site (Zone A4) in the western/south-western part of the site. These changes are reflected in the updated and final LVIA (ES Chapter 7), which includes ZTVs. The Applicant is aware of aspirations by a number of partners to see an Ardley railway station reintroduced (including via OCC's 'OxRail 2040' Rail Strategy) , and also the reliance on access to passenger rail in the submitted (undetermined) Dorchester application for a 'new town' on the former RAF Heyford site. Information regarding the interaction between OxRail and any future new rail passenger station is addressed in the submitted Passenger Rail Station Note (appendix 3 to the Planning Statement, Document 5.4), including identified benefits for a future Station from the changes to signalling and 'headway' on the Chiltern Main line. In short, OxSRFI will not prejudice or frustrate a new Station, and actually could aid delivery and reduce costs. The proposed package of highways works would deliver benefits to local road-users in reduced congestion and improved reliability, and improved connectivity for cyclists and pedestrians, as well as enhanced access to improved public transport (bus) services - these benefits would inevitably extend to traffic or trips originating in the Heyford Park area. The ES, including the associated Transport Assessment does include consideration of the emerging (but not determined and therefore not 'committed') 'new town' proposals by Dorchester.	
STATC41	11/04/2025	**Environment Agency**	[redacted]	Response to consultation - Section 42 - 14	Several comments - response covered in a seperate sheet.	Formal response further to STATC41. Comments are on separate sheet.	

STATC42	11/04/2025	**Buckinghamshire Council**	[redacted]	Response to consultation - Section 43 - 3	Comments in relation to: - the base year for the BTM transport model and whether this should be updated to accommodate developments since that time.- the assessment years and whether they are appropriate - with access to documents reported as difficult due to how they are listed.- Concern about the extent of the study area in the transport assessment and whether it should include a wider area of the A421, with further wider cumulative assessment considered.- Queries whether HGV movement is considered as part of the assessment.- Concerns about impacts from construction traffic on local roads.- Concerns about cumulative effects from construction on Buckinghamshire residents.- Concerns about rail capacity on the Chiltern Main Line.- Concerns about HGV movement and noise on Buckinghamshire residents.- Concerns about air quality impacts along the A421.	ES Chapter 3 (Transport) sets out that a further review of the BTM was undertaken by Tetra Tech to ensure that the model validation was appropriate to assess the changing transport conditions associated with the Proposed Development. That work, concluded that the BTM is suitable to assess the impact of the proposed development, including the proposed highwyas works. This was also agreed with the TWG. The assessment years were agreed with the TWG in 2024.**The study area has been agreed with National HIghways and includes an extent of the A421 from the A43 Barley Mow roundabout to the A421/A4421/Sandpit Hill roundabout - the modelling work as explained in the Transport Assessment (TA), with it associated appendices (refer to ES APpendix 3.1 for the full TA) sets that the roundabout will operate within capacity during both the morning and evening peak with the proposed development in place.** HGV movement within the transport sutdy area is considered as part of the assessment in ES Chapter 3 (Transport). Noise impacts within the noise study area is also considered within ES Chapter 5 (Noise and Vibration). In general, in terms of study areas within each ES aspect chapter - given the location of the OxSRFI Main SIte, and nature of the proposal which include significant earthworks, strategic landscaping, and, the proposed highways works which direct traffic on to the strategic highways network, the extent of residual effects on receptors, and therefore the extent of the study areas within each ES aspect chapter, are focused closer to the Main Site. An assessment of receptors on Buckinghamshire (with the exception of the A421/A4421/Sandpit Hill roundabout) is thererfore, in general, not considered relevant by the Applicant.Construction traffic impacts within the transport study area are considered within ES Chapter 3 (Transport), with wider environmental effects from the construction process considered throughout the ES within the study area of each aspect ES chapter.The Rail Report (Document 7.2A) sets out that at least there is capacity on the network for the OxSRFI scheme, with at least four paths identified which aligns with the qualifying criteria in the Planning Act 2008 and in the NPS for an SRFI at this stage of the proposed development.The study area for ES Chapter 4 (Air Quality and Odour) is dictated by the extent of the road network anticipated to experience increases in HDV movements of more than 100 AADT on any road, or more than 25 AADT on any road within or adjacent to an AQMA. The study area for the construction phase road traffic emissions assessment has been defined based on construction traffic expected to be generated in the 'peak' construction year, year 3, which is projected in 2028. The identified roads do not include any in Buckinghamshire which are predicted to experience increases in AADT flows of 100 HDV movements or more.	
STATC43	11/10/2025	**Cherwell District Council & Oxfordshire County Council Joint response**	[redacted]		Several comments - response covered in a seperate sheet.	Formal response further to STATC43. Comments are on separate sheet.	

STATC44	11/04/2025	**MP**	[redacted]	Response to consultation - Other Consultee - 8	Responded to comment forms question - as stated:1.I do not think that the case is made for this new SRFI at this location. I have consulted the Government's National Networks National Policy Statement. In respect of location, it states (para 3.106) "Consideration should be given to ensuring existing SRFI locations are taken into account when making an applicaton, to ensure that SRFIs are strategically located and thus enable a more extensive cross-country network which unlocks the full range of benefits that an expanded network of SRFIs can provide." I therefore consulted Network Rail's intermodal sector map which indicates a series of SRFIs in the same area as proposed at Ardley: Radlet and Northampton Gateway (both under construction) and Rail Central (proposed). Based on this, it is not clear to me that a new SRFI attached to the north-south Chiltern line is merited. The appropriateness of this locaton – which was never proven – has diminished recently with the announcements of proposals for expanded housing at Heyford Park New Town, the Puy du Fou visitor attraction and the proposed warehousing at Baynard's Green. Simply put, this area cannot take that level of development. Government will need to determine which of these proposals is its priority. As a local representative, my concern is to ensure that the area is not overwhelmed by national projects that are not reflected in the local plan and that any development that is consented has appropriate new infrastructural investment before occupation or operation. I also do not think that the case is made for this new SRFI at this scale. The volume of proposed warehousing is huge and seems grossly in excess of that required to support intermodal transportation. I have concerns that a significant proportion of the warehousing is, instead, intended to facilitate road freight only, which would clearly fail to meet the objectives of the Government's SRFI policy statement to move freight from road to rail.2. Junction 10 of the M40 is a major problem locally. I appreciate that the SRFI proposal would represent a very major investment in the junction which might be appealing to DfT as a solution to this problem. However, the scale of development around J10 is daunting (as set out in answer to question 1). I also believe that the scale of warehousing proposed on this site is excessive for rail interchange and am therefore very concerned about the additional traffic generated at J10 by the development. Were there to be any closure of J10, unless there was a clear commitment to hold all freight until it reopened, I worry that the impact on local roads would be terrible.3.It seems ironic that an investment in the railway does not include an investment in passenger travel. A passenger station at Ardley would serve the local area and represent the kind of investment in infrastructure that is needed to make the scale of proposed development acceptable. Moreover, failing to invest in this would oblige all workers at the site to arrive by road which misses a key opportunity to promote modal shift and reduce congestion.4. (no comments)5. Any proposals to achieve biodiversity net gain through planting must be guaranteed to the local community so that planting does happen.General Comments: Any development should proceed on the assumption of significant efforts to reduce net energy consumption, increase biodiversity and minimise noise and light pollution to the surrounding area. The proposal should adopt 100% roof-top solar by default and set out the share of anticipated energy consumption this would supply. Detailed planning would have to be done with the local community to demonstrate a convincing strategy to mitigate noise and light pollution; if this cannot be achieved, it would not be appropriate to consent to a 24/7 operation at the site.	1. The OxSRFI proposals responds to government policy for additional SRFIs across the country (see paragraph 3.103 of the NPS) and to help meet the government target for at least a 75% growth in rail freight by 2050 (paragraph 3.99 of the NPS). The location of the OxSRFI scheme meets the requirements for connectivity to freight rail network and strategic highways network. The OxSRFI will also be the only SRFI currently on the M40 with good access to both Midlands and South-Eastern markets and distribution networks, including an ability to serve parts of London - the Radlet and Northampton Gateway SRFI's do not serve the same market areas and the Rail Central scheme was withdrawn in 2019 and the DCO application has not progressed. The scale of the proposed OxSRFI development reflects the wider strategic needs for logistics around M40 J10 and along the M40 corridor (see Market Analysis Report, Document 7.1), and also the constraints and opportunities presented by the Main Site. The ES has assessed the cumulative effects from proposed developments within the vicinity of the Main Site which includes the Albion and Tritax schemes at M40 J10 (recently refused by the local planning authority) and with proportionate assessments of the proposals at Heyford Park and Puy du Fou. The significant highways improvement work included as part of the OxSRFI scheme has been proposed in consultation with the relevant national and local highways authorities and helps to mitigate impacts from the OxSRFI development - some of the more significant elements of the highways works relating to the principal access, such as the Ardley Bypass, M40 J10 works, would be delivered in early phases of the scheme with other highways works delivered as the scheme progresses prior to completion.2. The proposed significant highways improvements work at M40 J10 have been assessed and the findings presented in ES Chapter 3 (Transport) and in the comprehensive Transport Assessment appended to it. The assessment confirms the proposed works are appropriate and proportionate mitigation for the OxSRFI scheme, but will also help reduce some of the acknowledged local challenges and problems with reduced driver delays and congestion at the junction, and reduced through-traffic in local villages and on other 'local' routes.3. Local aspirations for a potential reinstated Ardley rail passenger station are understood, but are not justified or required by the OxSRFI scheme. The potential proposals for a new passenger station at Ardley sit outside the OxSRFI site boundaries. However, a note has been prepared which forms an appendix to the Planning Statement (Document 5.4C) which confirms that the OxSRFI scheme does not prejudice proposals being advanced by any other parties for the delivery of a new passenger station at Ardley. Moreover, the OxSRFI scheme will deliver rail and accessibility improvements which could help facilitate such proposals, and the siting of the proposed OxSRFI northern and southern main line connections and associated signals would be sufficiently far apart to allow a new station at Ardley to be sited between the two. The new signals would also then have the benefit of allowing services to be held on the main line, which would be important for the operation of a station at Ardley if it were ever to be reinstated. The proposed signalling scheme would also significantly improve the headway over the existing arrangements. In addition, the highway access from the former station onto the B430 Station Road would be retained for vehicles to and from the north, and for pedestrians and cyclists to the north and south.4. noted 5. The biodiversity enhancements and ecological mitigation areas proposed would be secured through DCO requirement relating to to Habitat Management and Monitoring Plan (HMMP) which is submitted with the DCO application. This would secure the long-term management and maintenance of those habitat areas and the other significant areas of landscaping within the Application Site. General: The ES, which includes assessments in respect of ecology, noise, light, climate change, water environment and air quality, sets out measures to mitigate environmental effects on receptors. The scheme includes the potential for a 100% PV roof coverage but the full extent will be subject to the detailed design through DCO requirements.	

STATC45	11/04/2025	**Heyford Park Community Action group (HPCAG)**	HPCommunityActionGroup@proton.me	Response to consultation - Other Consultee - 9	Concerns were raised about the following points from the development:- Impact on location and surroundings of Heyford Park - including impacts on the potential new town;- Impact on historic environment - particularly impacts on the cultural significance of the site;- Scale and length of disruption;- Transport impacts;- Environmental impacts;- Cumulative impact of multiple proposed developments.80 residents replied to a quantitative survey by the group:- 87% oppose the proposed SRFI development being built.- 11% do not feel they have enough information on the SRFI proposal to decide.- 2% support the proposed SRFI development being built.In addition, 16 residents responded qualitatively to the survey with concerns raised in relation to environmental impacts, traffic and distruption and concerns about the relationship with the proposed new town.	The Applicant noted these comments, and it should be noted that they have been in dialogue with Dorchester between Stage 2 consultation and finalisation and submission of the Application.In direct response to concerns and queries raised by Dorchester, refinements and changes were made to the OxSRFI scheme, including to the scheme parameters (these are reflected in the submitted Parameters Plan, Document 2.5), including increased height and depth of landscaped bunding on the site boundary closest to the Dorchester site, and reduced max. building heights within those zones of the site (Zone A4) in the western/south-western part of the site. These changes are reflected in the updated and final LVIA (ES Chapter 7), which includes ZTVs.The Applicant is aware of aspirations by a number of partners to see an Ardley railway station reintroduced (including via OCC's 'OxRail 2040' Rail Strategy) , and also the reliance on access to passenger rail in the submitted (undetermined) Dorchester application for a 'new town' on the former RAF Heyford site. Information regarding the interaction between OxRail and any future new rail passenger station is addressed in the submitted Passenger Rail Station Note (appendix 3 to the Planning Statement, Document 5.4), including identified benefits for a future Station from the changes to signalling and 'headway' on the Chiltern Main line. In short, OxSRFI will not prejudice or frustrate a new Station, and actually could aid delivery and reduce costs.The proposed package of highways works would deliver benefits to local road-users in reduced congestion and improved reliability, and improved connectivity for cyclists and pedestrians, as well as enhanced access to improved public transport (bus) services - these benefits would inevitably extend to traffic or trips originating in the Heyford Park area. The ES, including the associated Transport Assessment does include consideration of the emerging (but not determined and therefore not 'committed') 'new town' proposals by Dorchester.In terms of energy and sustainability, it should be noted that sustainable construction methods and products are to be deployed where feasible, and the Applicant has committed to a challenging target for carbon emissions intensity during construction (350kgCO2/m2 for all buildings). The proposals will deliver a minimum of BREEAM ‘Excellent’ standard buildings which will ensure a rigorous approach to energy efficiency, and wider sustainability considerations during both construction and operation of the buildings (and which exceeds the requirements of Local Plan Policy ESD3).	

STAT46	11/04/2025		[redacted].		1. Introduction: Bicester Bike Users' Group are grateful to the developer's transport team for taking the time to meet with us and to walk and talk us through the transport plans. Overall, we are very impressed with the quality of the designs which have obviously been developed with a view to integrating active travel at an early stage. This would go a long way towards undoing the severance historically caused by the construction of the railway and M40 and will mitigate the effect of this proposed development. We are particularly pleased to see the pedestrian and cycle routes across the M40 at a revised Junction 10 which has historically had no feasible means of navigating it. The proposed upgrades to the public right of way network are also legible and coherent, providing links that are currently poor, limited, and often incomplete. We have some comments that we would wish to be taken into account going forward.2. M40 Underpass: There are very few safe and convenient means of traversing the M40 that avoid carriageways. We would therefore like to suggest that footpath 148/3/10 from Bucknell to Ardley is upgraded to a bridleway and surfaced suitable for cycle use, with the consent of the landowner, probably Smith and Sons of Bletchindon Ltd. This ought to amount to a modest cost and the route would provide a very useful connection to the development and to active travellers looking to cross from east to west for work or leisure.3. Shared Path Widths: The shared paths are generally 3m. We note that the Bicester Local Cycling and Walking Infrastructure Plan minimum is 3.5m for shared paths. We wondered whether this width or wider could be considered, particularly as it may be unlikely that these rural paths will be regularly cut back meaning that the effective width may well be reduced in time by encroaching vegetation.4. Baynard's Green Junction: This junction is currently extremely hostile for active travel, so it is good to see crossings over 3 of the 4 arms. It would be helpful however to have crossings over the forth, north arm to minimise the time and distance travellers have to take when crossing from the north-west to north-east shoulders of the junction and vice-versa. While perhaps it would be outside the scope of the present application, thought could be given to connecting the north-east shoulder of the junction to the single carriageway road that runs parallel to the A43 on the eastern side from the northern arm of the Baynards Green junction. This would provide further connectivity north for cyclists, avoiding the A43 dual carriageway. A point, raised by the developer's transport team, was whether pedestrian and cycle access could also run across the middle of the roundabout rather than around the outside. This comes across as a good idea to improve the active travel connections and we would like to see this developed further.5. Speed Limits: It is inevitable that many cyclists will want to travel using the faster carriageways rather than the slower bridle and cycle routes proposed. The highways around the site are already very intimidating for cyclists using the carriageway with users regularly being passed at high speeds and with minimal clearance. This is likely to escalate with the greater development demand. We would like to see carriageways with alternative routes closed to motor vehicles other than for access, and / or speed reductions to 40mph or lower. In particular, carriageways that would benefit from speed reductions include the Ardley-Bucknell Road and the Bucknell-Middleton Stoney Road.	1. Positive comments regarding engagement and quality of 'active travel' are noted.**2. Footpath 148/3/10 is not proposed to be upgraded as part of the OxSRFI scheme, other upgrades are proposed which will deliver the necessary improvements in the network (including paths 109/27, 297/6, 148/6, 148/4, and 129/9). It should be noted that there are opportunities through the Community Liaison Group (a DCO requirement) and the community fund for an application for these works to be undertaken. 3. The shared paths are proposed to be 3m in width - this is considered suitable for their purposes and reflects general best practice AND OCC STANDARDS?.**4. A proposed additional crossing to the north of the A43 has been comnsidered - however, it would have a negative impact on capacity and is not something the Applicant is proposing. PROW and walk/cycling connectivity overall is significantly improved. 5. Several speed limits are proposed to be reduced as part of the DCO, which have been agreed with OCC, and which are:- Reduced speed limit on Ardley Road, Middleton Road, and Bicester Road from derestricted to 40mph (Speed Limit Plans Document 2.10B, 2.10C, 2.10E, and 2.10F). - Reduced seed limit on the B430 within Ardley from 30mph to 20mph, and the B430 Station Road south of Ardley and north of the Ardley Station Bridge from derestricted to 20mph (Speed Limit Plans Document 2.10B and 2.10C). - Reduced speed limit on the B430 south of the B430/MSRR junction and north of the existing 30mph speed change, from restricted to 40mph (Speed Limit Plans Document 2.10B and 2.10E). - Reduced speed limit to 50mph speed limit from derestricted on the B4030 between the existing 40mph limit west of Bicester and Middleton Stoney (Speed Limit Plans Document 2.10E).	Yes - reduction in speed limits on local roads
Consultation Closed							

STATC47	11/05/2025	Wendlebury Parich Council	[redacted]	Response to consultation - Other Consultee - 11	Wendlebury Parish Councillors wish to raise concerns regarding the proposed Traffic plan involving junction 9 of the M40. Whilst you have listed your plans for the A43 to access A34 & onto Junction 9 of the M40 south of Bicester via a new north bound slipway, there appears to be a failure to address the current issues with junction 9 which I hope will involve serious reassessment in discussions with both Oxfordshire County Council Highways & National Highways. Without question a lot of the traffic, particularly HGVs who will be traveling South may well choose to access the M40 via junction 10 and leave the M40 at junction 9 for the A34. The existing South bound exit slip road is between 0.5 and 1 mile long and regularly backs up on the motorway during busy periods, and Junction 9 will be further compromised by the land identified for future development alongside the A41 south of Bicester in the Cherwell District Council's local plan. We feel your current traffic plan for the OxSFRI requires considerable reassessment.	The proposed improvement works at M40 J9 will help to retain traffic on the strategic highways network, particularly in relation to removing the delay on the A34 approach to M40 Junction 9 in the evening peak hour. These improvement works have been agreed through the TWG which includes National Highways, with no further works required by the OxSRFI scheme to this junction. Seperate to OxSRFI, other developments in the vicinity of the junction will need to agree and deliver measures as appropriate to mitigation their proposals.	No
STATC48.1	11/05/2025	Euro Garages Limited	[redacted]	Response to consultation - Other Consultee - 12	The proposals as presently formulated will involve significant alterations to the access arrangements to the Cherwell MSA (the MSA) adding complexity, delay and potential confusion in the mind of the road user. They will consequently reduce the effectiveness of the MSA to meet its safety and welfare policy objectives. In particular, the MSA will cease to cater effectively for traffic travelling northbound on the M40 and onto the A43, given that it will be taken further offline for this traffic through the creation of a separate freeflowing access leaving the MSA only connected for this traffic by an access arrangement where the route to regain the A43 northbound is so tortuous as to be commercially useless. Essentially, the existing right to make a direct right turning manoeuvre out of the MSA will be prohibited under the Scheme.The overall resultant effect of this interference both during the construction of the Scheme and beyond will result in damage to my client's interest in the MSA.	The proposed improvement works at M40 J10 will help to address existing capacity issues as well as accommodating the proposed OxSRFI development. Access from J10 for Cherwell Services will be retained which signage to guide traffic as required, and the Applicant appreciates the importance of ensuring clear, logical signage for road-users. Details of signage will be required to be agreed with National Highways (and OCC on the local network).Access during the temporary construction will also be maintained to the Motorway Services - a draft construction programme is set out in the CEMP (ES Appendix 2.3) with further detail to follow through the DCO requirements in agreement with National Highways.	No

STATC49	11/05/2025	Englands Economic Heartland	[redacted]	Response to consultation - Other Consultee - 13	The following comments/queries are made: *Location of the SRFI:* - What market(s) the OxSRFI is targeting? - The Chiltern Main Line is not part of the core freight network. It is a diversionary route. - The proposed location does not naturally support moving freight to rail. The main freight flow through this area is Southampton to the West Midlands. The scheme could support a decrease in the in HGV traffic across the A34 depending on if the focus is this freight flow. - Concerns about freight reversing at Banbury and impacts on capacity impacts for passenger and other freight at Banbury. New flows connecting the OxSRFI with Cherwell Valley Line would require other infrastruture interventions. - Has Crewe Basford Hall been selected for onward connections to ports and other SRFIs? - How does this number of compliant return paths compares with other existing SRFIs? - Concern relating to the impact of rail freight on the Chiltern Main Line passenger services. - What is the likelihood of additional Freight paths being added to the timetable and the trade-off this might require with the performance resilience of existing services. - Clarification on whether the pathing report includes consideration for future demands on network capacity. - Clarification on the approach to the alternative sites assessment. *M40 J10:* - Clarification on where all the light vehicle trips are anticipated to go. - Improvements to the strategic road network and efforts to diver HGVS away from local roads is welcome. - Approach to have all HGVs traffic via the Arldey Bypass and M40 J10 mirrors the Viridor Ardley Energy from Waste facility. *Sustainable transport:* - Clarification on what assumptions sit behind the mode shifts for year 5 compared with year 1. - Improvemetns to better connect NCR 51 to the site should be provided. - Proposed funding of new bus services to/from the site and Heyford Park, Bicester and Banbury are welcomed. *Current proposals:* - Clarity is needed on the expected number of trains per day. - Queries the HGV trip saving and assertion that 1,104 HGV trips will be replace. - Need to qualify the viability of the origin/destination assumptions with compliant train paths. - Welcomed that the rail is capable of being eletrified in the future. - Are there any other SRFIs are restricted to W8 gauge loading? - HGV driver facilities on-site are welcomed - can they be used over-night?	A Market Analysis Report has been prepared by JLL which sets out that the anticipated market area the OxSRFI scheme will serve extends north on the M40 corridor to Birmingham and south reaching into North/ North-West London, absorbing the key logistics markets of Slough and Heathrow, as well as serving local urban centres and markets. The Chiltern Main Line is part of the Strategic Freight Network as defined by Network Rail. The analysis confirms that at least four round trip daily paths can be accommodated, which is the key test for this planning stage. Attempting detailed future pathing on other routes, years in advance, would be speculative and contrary to normal timetable planning practice. This is because timetables evolve continually and Network Rail cannot provide granular pathing certainty several cycles ahead - the proposals satisfy the NPS in terms of identifying appropriate freight train paths which establishes that structural feasibility exists. Four daily circuits to Crewe enable multiple viable onward port connections, including but not limited to Liverpool. This flexibility supports a strong commercial model without tying OxSRFI to any single port. Southampton is one viable port option, but OxSRFI is not dependent on it. Flows may originate from London Gateway, Felixstowe or Liverpool depending on customer requirements. Routing via Reading and London is significantly less problematic than suggested by OCC. Rail routeing to OxSRFI would avoid Banbury reversals - this is unnecessary, as confirmed by GBRf who intend to operate the terminal. The Great Western Main Line offers suitable freight windows and is used extensively for similar flows today. Passenger services are adjustable under the Network Code to support freight demand (modifications have been frequently elsewhere). The approach to the Alternative Sites Assessment (ES Appendix 2.4) sets out the Applicant's consideration of reasonable alternative sites for the proposed OxSRFI development. It does not seek to justify in detail the suitability of the OxSRFI scheme in its own right as this is covered through other relevant documents (i.e., the Planning Statement (Document 5.4) and DAD (Document series 5.5)). In terms of light vehicle trips - it has been calculated as follows - 57% from M40 J10, 20% from A34, 31% via Middleton Stoney. The modal shift over the development of the OxSRFI is a reflection of sustainable transport measures which include growth of bus services through contributions, improvements to footpath/cycleway/bridleway connections in and around the site as the highways works are completed, and delivery of occupier travel plans (i.e., car share and awareness of public transport services) as employment on the Main Site grows. The proposed bridleway connection from the OxSRFI Main Site adjacent to the Middleton Stoney Relief Road will help to provide connections further southward towards NCR51. The OxSRFI will have the capacity to handle up to 12 trains a day, which represents a significant equivalent HGV trip saving (in excess of 53 million HGV miles per annum as stated in the Transport Assessment). There are no technical or market related concerns with providing the rail freight connectivity required to serve OxSRFI. The opportunity to deliver a viable terminal is underpinned by the confidence of GBRailfreight (GBRf) who are the second largest freight operator in the UK and plan to operate the terminal - they have no concerns about W8 nor the suitability of the Chiltern Line or its location. The Applicant can confirm that the HGV driver facilities will be available on-site to keep HGVs off the road network, and in an appropriate, safe environment for drivers and other road-users.	
					General comments:- Concerns about lack of assessment from the proposals on the impact on passenger services on the Chiltern Main Line.- Request for Puy du Fou to be included within the cumulative effects assessment.- Request for road infrastructure to be built in early, with the early building of the Ardley Bypass welcomed.- Applicant should continue to liaise with relevant parties in relation as and when proposals for a new passenger station at Ardley develop.	The Rail Report (Document 7.2A) confirms that there is capacity on the network, with passenger services adjustable over time under the Network Code to support freight demand. This is not uncommon and passenger services and timetables have been modified successfully many times before.Puy du Fou has been included as part of the cumulative effects assessment - this forms part of a proportionate assessment based on its planning status at this stage (a live but undetermined planning application at the time of writing in advance of submission of the OxSRFI application).Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered early, as part of the first phase of works.The Applicant is aware of local (OCC and other) aspirations for a new Ardley passnger rail Station, and has discussed this with various consultees. A Passenger Rail Station Note is appended to the submitted Planning Statement and sets out how the Proposed Development is compatible with wider aspirations and ambitions for a new passenger station.	No

STATC50	11/05/2025	Stratford District Council	[redacted]	Response to consultation - Section 43 - 5	Confirmed they have no comments at this stage. They have engaged with Warwickshire County Council on issue of its potential highways impact on key junctions on the M40. They also contacted Cherwell District Council with a view to understanding the methodology for compiling the local impact report and ensuring any adverse impact the proposal may have on the communities in the Southern part of the district may be mitigated. I request that any future contact on this matter goes through Sean Nicholson (cc in email).	Comments noted.	No
STATC51	11/11/2025	Ardley Parish Council	[redacted]	Response to consultation - Section 42 - 15	Ardley with Fewcott Parish Council objects to the proposals for a Strategic Rail freight interchage in the strongest possible terms. While not a basis for their objection many residents have concerns about the closure of the B430 and it would request another approach that, while forcing traffic onto the proposed bypass, ensures that residents of Ardley can use the existing road to go about their business and thus minimises the consequences of the development to the Parish. The parish feels strongly that all the required highway infrastructure should be provided prior to any other construction on site in order to minimise noise and nuisance to the residents. It would look to the development to safeguard land suitable for Ardley station with access directly off the proposed bypass, with station access and car parking on the southern edge of the village and off the bypass. In view of the significant diminution in value to the properties in the Parish following completion of the development, it would look to the developer to make suitable provisions for individual compensation. Furthermore, which it notes the availability of a community fund, in the circumstances and given the very significant effect the development would have on the village it would also expect funding for traffic calming measures throughout the village made available to the Village prior to the commencement of any development.	The proposed highways works will help ensure the redistribution (reassignment) of traffic from local roads to the strategic highways network, helping reduce traffic effects (congestion and other) in village centres, including Ardley where the closure of the B430 south of the Chiltern Main Line will reduce noise and air pollution impacts in the village. Key elements of the road infrastructure - such as the Ardley Bypass and some of the M40 J10 works - are being delivered in the first phase of highways works. The potential proposals for a new passenger station at Ardley sit outside the OxSRFI site boundaries. However, a note has been prepared which forms an appendix to the Planning Statement (Document 5.4C) which confirms that the OxSRFI scheme does not prejudice proposals being advanced by any other parties for the delivery of a new passenger station at Ardley. Moreover, the OxSRFI scheme will deliver rail and accessibility improvements which could help facilitate such proposals. Separate to the DCO, the Applicant is proposing to provide a community fund for the Ardley with Fewcott Parish will can be delivered through Community Liaison Group (a DCO requirement).	No

Land comments

OxSRFI consultation log										
Date last updated										
Number	**Date**	**Consultee (if relevant)**	**Name (first & last)**	**Email address**	**Type of consultee (resident/ business/press/community group/stakeholder)**	**Topic (comment on the scheme/ kept informed/advertising/press/ other)**	**Summary of comment**	**Date of response**	**Applicant comment in response**	**Changes to the scheme post Stage 2 consultation which relate to the comment**
LAND1	*24/09/2025*	*National Plant Inquiries*	*Plants Enquiries Team*	*OSM.enquiries@atkinsrealis.com*	*Business*	*Other*	*Request for future enquiries to be addressed differently.*	*06/11/2025*	*Enquiry addressed differently as requested.*	*No*
	17/11/2025					*Comment*	*Confirmation that no Vodafone apparatus is located within the vicinity of the proposed works.*	*N/A*	*N/A*	*No*
LAND2	*24/09/2025*	*BT*	[redacted]	*networkalterationsuk@openreach.co.uk*	*Business*	*Other*	*Request for additional information.*	*Ongoing*	*Discussions ongoing to include Protective Provisions in the DCO.*	*No*
LAND3.1	*24/09/2025*	*Southern Gas Networks*	[redacted]	[redacted]*@sgn.co.uk*	*Business*	*Other*	*Request for additional information.*	*23/10/2025*	*Additional information provided.*	*No*
LAND3	*22/10/2025*				*Business*	*Other*	*Request for additional information.*	*23/10/2025*	*Additional information provided.*	*No*
	29/10/2025		[redacted]	[redacted]*@sgn.co.uk and* [redacted]*@sgn.co.uk*	*Business*	*Other*		*29/10/2025*	*Additional information provided.*	*No*
	11/10/2025		[redacted]	[redacted]*@sgn.co.uk*	*Business*	*Other*	*Confirmation of SGN assets within DCO boundary.*	*Ongoing*	*Discussions ongoing to include Protective Provisions in the DCO.*	*No*
LAND4	*24/09/2025*	[redacted]	[redacted]	[redacted]*@collaborent.co.uk*	*Business*	*Other*	*Request to be removed from mailing list.*	*N/A*	*Contact details removed from mailing list.*	*No*

Land comments

LAND5	*25/09/2025*	*Bignell Park Farm,*	[redacted]	*office@bignellparkfarm.com*	*Resident*	*Comment*	*Request that if a cycle route is being delivered along the B4030 to Bicester that security fencing is delivered to prevent trespassers and existing accesses to land from the highway are retained and upgraded.*	*31/10/2025*	*Additional information provided on B4030 proposals (no longer a cycle route proposed but a foul water connection to Bicester).*	*No*
LAND6	*25/09/2025*	*National Grid*	[redacted]	*box.development-liaison@nationalgrid.com*	*Business*	*Other*	*Confirmation that no National Grid apparatus is located within the vicinity of the proposed works.*	*N/A*	*N/A*	*No*
LAND7	*25/09/2025*	*AlRayan Bank*	[redacted]	*RealEstate.Admin@alrayanbank.co.uk*	*Business*	*Other*	*Request for additional information.*	*31/10/2025*	*Additional information provided.*	*No*
LAND8	*25/09/2025*	*HS1 Ltd*	[redacted]	[redacted]*@stpancras-highspeed.com*	*Business*	*Other*	*Request to be removed from mailing list.*	*N/A*	*Contact details removed from mailing list.*	*No*
LAND9	*29/09/2025*	*Department for Transport*	[redacted]	[redacted]*@dft.gov.uk*	*Stakeholder*		*Requested confirmation whether contact was made due to the Department for Transport is a strategic consultee or because of land ownership interests.*	*31/10/2025*	*Confirmed that Department for Transport were contacted because of land ownership interests. Relevant title documents and plans issued.*	*No*
LAND10	*30/09/2025*	*City Fibre*	*CA Telecom Diversionary Team*	*diversion.inquiries@cityfibre.com*	*Business*	*Other*	*Recommend we use online enquiry service to determine whether any of City Fibre's apparatus is located within the Order Limits.*	*N/A*	*Online enquiry service confirmed no City Fibre apparatus is located within the Order Limits.*	*No*

Land comments

LAND11	*01/10/2025*	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Contacted requesting a shapefile or site layout plan to detemine which if any GTC assets will be impacted.*	*23/10/2025*	*Location plan issued.*	*No*
	07/11/2025	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Request for a shapefile.*	*11/11/2025*	*Shapefile issued.*	*No*
	10/12/2025	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Confirmation that GTC apparatus is located within the Order Limits.*	*Ongoing*	*Discussions ongoing to include Protective Provisions in the DCO.*	*No*
	06/01/2026	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Request for a shapefile following reconsultation as a result of Order Limits amendment.*	*13/03/2026*	*Updated shapefile issued.*	*No*
	13/02/2026	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Request for a shapefile following reconsultation as a result of Order Limits amendment.*			
	27/03/2026	*GTC*	[redacted]	[redacted]*@gtc-uk.co.uk*	*Business*	*Other*	*Confirmation that GTC apparatus is located within the Order Limits.*	*Ongoing*	*Discussions ongoing to include Protective Provisions in the DCO.*	*No*
LAND12	*07/10/2025*	*N/A*	[redacted]	*classiccar@btinternet.com*	*Resident*	*Comment*	*Restrictive Covenant*	*07/10/2025*	*Confirmed applicant considers the restrictive convenant redundant as it was granted for the benefit of the former airfield. As airfield has closed, the purpose of the restriction is no longer relevant. DCO contains provision for covenant to be exstinguished.*	*No*
LAND13	*03/10/2025*	*N/A*	[redacted]	[redacted]*@outlook.com*	*Resident (From consultation - Heyford Park)*	*Other*	*Consultation request for material*	*03/10/2025*	*Issued plan queried for at consultation event.*	*No*
Consultation Closed										

Land comments

LAND14	*10/11/2025*	*N/A*	[redacted]	[redacted]@gmail.com	*Resident (Used Old Email)*	*Comment*	*Queried why portion of road outside their property is of interest to the overall plan of the scheme.*	*28/03/2026*	*Confirmed that Somerton Road was included in the Order Limits for a potential foul water connection. Post-consultation the Order Limits were amended to remove the potential foul water connection.*	*No*
LAND15	*10/11/2025*	*N/A*	[redacted]	[redacted]@mac.com	*Resident (Used Old Email)*	*Comment*	*Request that if a cycle route is being delivered along the B4030 to Bicester that security fencing is delivered to prevent trespassers and existing accesses to land from the highway are retained and upgraded.*	*28/03/2026*	*Additional information provided on B4030 proposals (no longer a cycle route proposed but a foul water connection to Bicester).*	*No*
LAND16	*12/11/2025*	*N/A*	[redacted]	[redacted]@gmail.com	*Resident(Used Old Email)*	*Comment*	*Queried why correspondence had been received including maps showing that a piece of Somerton Road outside their house and three neighbouring houses is part of the "proposed development".*	*24/11/2025*	*Confirmed that Somerton Road was included in the Order Limits for a potential foul water connection. Post-consultation the Order Limits were amended to remove the potential foul water connection.*	*No*

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Goods Vehicle Operator's Licence

The Menu Partners Limited of Unit 2 Charbridge Lane, Bicester, OX26 4SS is applying to change an existing licence as follows to keep an extra 12 goods vehicles at the operating centre at Unit 14 Empire Road, Bicester, OX26 2FL.

To add an operating centre to keep 32 goods vehicles and 3 trailers at UNIT 14 Empire Road Bicester, OX26 2FL. To change existing conditions from 20 goods vehicles – 5 Trailers. To 32 Goods Vehicles – 3 trailers.

To remove the following conditions or undertaking which reads and which applies at the operating centre at UNIT 14 Empire Road, Bicester, OX26 2FL.

Owners or occupiers of land (including buildings) near the operating centres who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Quarry House, Quarry Hill, Leeds, LS2 7UE stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available at: www.gov.uk/government/publications/a-guide-to-making-representations-objections-and-complaints-goods-vehicle-operator-licensing

PROBATE & Trustee

[redacted]



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PLANNING

Oxfordshire Railfreight Limited

SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING

(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 (AS AMENDED)

THE OXFORDSHIRE RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that Oxfordshire Railfreight Limited ("the Applicant") of 2nd Floor Gaspé House 66-72 Esplanade St Helier Jersey JE1 1GH proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") to authorise the construction, operation, use and maintenance of a new rail freight interchange, warehousing and associated infrastructure on land adjacent to the Chiltern Main Line Railway, southwest of Junction 10 of the M40 motorway, east of the former Upper Heyford Former Air Base, together with highway improvement works to J10 of the M40 motorway, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire (the "Application").

The Application is considered to require an Environmental Impact Assessment and therefore the Application will be accompanied by an Environmental Statement.

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- A rail freight terminal served via new connections to the Chiltern Main Line Railway (part of the Strategic Rail Freight Network), including container storage.
- Works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site.
- Works to the Ardley tunnel to provide W8 gauge through the tunnel.
- Up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines.
- Demolition of existing structures and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;
- Improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to the Main Site.
- A Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430.
- A Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester.
- The principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site.
- Highway works to be carried out in connection with the improvement of J9 of the M40 motorway.
- Additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout.
- Measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site, as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road.
- Retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities.
- Retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity.
- Associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

The Applicant will be undertaking its second stage of consultation from **23 September until 4 November 2025** and copy of a draft preliminary environmental information report, draft plans and other draft documents showing the nature and location of the proposed development may be inspected from **23 September 2025** free of charge on the Applicant's website at: www.oxsrfi.co.uk and at the following locations during the hours set out below:

1. **Cherwell District Council**, 39 Castle Quay, Banbury, OX16 5FD (Opening Times: 08:45 – 17:15 Monday to Friday); and
2. **Bicester Library**, Franklins House, Wesley Lane, Bicester, OX26 6JU (Opening Times: Monday 09:30 – 19:00, Tuesday 09:30 – 17:00, Wednesday 09:30 – 19:00, Thursday 09:30 – 19:00, Friday 09:30 – 17:00, Saturday 09:00 – 16:30.

The documents relating to the proposed Application will be on display at the above locations from 23 September to 4 November 2025. Copies of the plans, map and documents can be provided on USB or via a file sharing website link free of charge for those without reasonable internet access and in paper copy for a small printing charge (50p per A4 sheet, 75p per A3 sheet and if plans are requested at a larger scale, a charge of £5 per plan will be made). Cases of hardship will be considered on their individual basis and the Applicant may use its discretion on whether or not to charge for hard copies.

Any responses or representations in respect of the Proposed Application should be sent in writing to the Applicant at **consultation@oxsrfi.co.uk** or by post to **'Freepost OxSRFI'** no later than 11:59pm on 4 November 2025. Comments can also be made on the Applicant's website, using the comments form at the public exhibitions or by telephone using the project phone line (charged at standard landline rates): **01865 989650**.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

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TRAFFIC & Roads

OXFORDSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 14(1)

Notice of Temporary Traffic Order
Kidlington, Footpath 125-137 Wilsdon Way
Date of Order: 18 August 2025
Coming into force: 26 September 2025

This Order was being introduced because of electrical maintenance works on behalf of SSEN which was anticipated to be undertaken form 25 August 25 and is now rescheduled for 26 September 25 to 6 October 25. The effect of the Order is to close temporarily part of the footpath in front of Nos.97-109 and 125-137 Wilsdon Way, Kidlington. Exemptions are included for emergency services, for Works and for pedestrian access to premises which are only accessible from the closed section of footpath. The alternative route will be signed locally and appropriate signs will be displayed to indicate when the measures are in force. **(Ref: T15350/RMF)**

Traffic Regulations Team for the Director for Infrastructure Delivery, County Hall, Oxford OX1 1ND. 0345 310 1111.

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TRAFFIC & Roads

CHERWELL DISTRICT COUNCIL
TOWN AND COUNTRY PLANNING ACTS
APPLICATIONS THAT REQUIRE STATUTORY ADVERTISEMENT

22/01340/OUT – Stoke Lyne – Os Parcel 6124 East Of Baynards Green Farm Street To Horwell Farm Baynards Green – Application for outline planning permission (all matters reserved except means of access (not internal roads) from B4100) for the erection of buildings comprising logistics (use class B8) and ancillary offices (use class e(g)(i)) floorspace; energy centre, hgv parking, construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure. – Tritax Symmetry Ardley Ltd.

25/01669/F – Stoke Lyne – Stoke Wood House Stoke Lyne Bicester OX27 8RS – RETROSPECTIVE – Double garage with storage room over and attached studio/workshop/home office room under pitched roof with PV panels. Built on site of pre-fabricated concrete garage (demolished). – [redacted]*.

25/01950/F – Middleton Stoney – Stable Lodge Middleton Stoney House Oxford Road Middleton Stoney Bicester OX25 4TE – Conversion of north wing of the existing house/stables to form ancillary annex accommodation and associated external works. Erection of stable. Resubmission of 15/01930/F – [redacted]*.

25/02002/LB – Middleton Stoney – Stable Lodge Middleton Stoney House Oxford Road Middleton Stoney Bicester OX25 4TE – Conversion of north wing of existing house/stables to form ancillary annex accommodation with associated internal and external works. Erection of new stable building to accommodate removed features from existing stable. Resubmission of 15/01931/LB – [redacted].

25/02157/LB – Kidlington – The Barn At 52 Church Street Kidlington OX5 2BB – Replacement of current oak panelled front door and door surround – [redacted].

25/02235/F – Yarnton – Paternoster Farm 107 Cassington Road Yarnton Kidlington OX5 1QB – Erection of oak framed detached double garage – [redacted]*.

25/02255/LB – Fencott And Murcott – Pigeon House Farm Pigeonhouse Lane Murcott Kidlington OX5 2RE – Re-building a collapsed wall to the rear elevation of The Stables building and restoring support and stability to the first floor and roof structure – no changes to the external appearance of the building are proposed – [redacted].

*These are householder applications: any appeal in writing against refusal for planning permission will be sent to the Secretary of State, after which you won't be able to comment further. Full details of these applications may be inspected during normal office hours at the Council Offices, or at https://planningregister.cherwell.gov.uk/. Alternatively, relevant applications have been sent to the respective Clerks to the Parish Councils or Meetings. Representation on applications should be sent by the expiry date listed below to the Assistant Director for Planning and Development, 39 Castle Quay, Banbury OX16 5FD. Any representations received cannot be treated as confidential in view of the provisions of the Local Government (Access to Information) Act, 1985. **Expiry 09/10/2025**

Application for Planning Permission accompanied by an Environmental Statement
Proposed development at: OS Parcel 6124
East Of Baynards Green Farm, Street To Horwell Farm
Baynards Green (22/01340/OUT)

I give notice that Tritax Symmetry Ardley Ltd. has applied to Cherwell District Council on 5th May 2022 for 'Application for outline planning permission (all matters reserved except means of access (not internal roads) from B4100) for the erection of buildings comprising logistics (use class B8) and ancillary offices (use class e(g)(i)) floorspace; energy centre, hgv parking, construction of new site access from the B4100; creation of internal roads and access routes; hard and soft landscaping; the construction of parking and servicing areas; substations and other associated infrastructure."

The proposal constitutes EIA development and is accompanied by an Environmental Statement. It also constitutes "Major" development and is also a Departure from the Development Plan. Since the previous re-consultation, the following additional information has been received:

Updated Environmental Statement (ES), updated Landscape & Visual Impact Assessment (LVIA) and updated Landscape and Ecological Management Plan (LEMP) to accompany the revised Parameters Plan and Cover Letter

An addendum to the ES to include further Archaeology, Ecology and Landscape information

The application, plans and other documents submitted with the application are available to view at Cherwell District Council, 39 Castle Quay, Banbury, OX16 5FD between the hours of 8.45am-5.15pm Monday to Friday inclusive during the period of **30 days beginning with the date of this notice**.

Members of the public may obtain copies of the application and the Environmental Statement by prior appointment from Framptons, Oriel House, 42 North Bar, Banbury, OX16 0TH. There may be a cost involved for obtaining a copy of the environmental statement.

Details of the application are available to view through the Council's website via the Online Planning Service. Please be advised that details of the application may be amended at any time before a final decision is issued, therefore you are advised to monitor the application's progress via the Online Planning Service where amended plans will be posted. Should you wish to receive updates, please register online using the "Track an Application" option.

Anyone who wishes to make representations about this application should do so via the online Planning Register. Alternatively, please email planning@cherwell-dc.gov.uk, or write to the Assistant Director for Planning and Development, Cherwell District Council, 39 Castle Quay, Banbury, Oxfordshire, OX16 5FD by 18th October 2025. Please quote application number 22/01340/OUT on all correspondence.

[redacted] – ASSISTANT DIRECTOR – PLANNING AND DEVELOPMENT – CHERWELL DISTRICT COUNCIL

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Oxfordshire SRFI – Environment Agency s42 response – January 2026

1. LEGAL/DCO issues

Article/Schedule	Comment	Response to the Environment Agency
Article 2	The definition of "commence" excludes (g) remedial work in respect of any contamination or adverse ground conditions. The Construction Environmental Management Plan (CEMP) secured via Requirement 10, only requires submission of a detailed CEMP prior to commencement. This means that remediation of the site could take place without the CEMP being approved or in place and therefore without the controls offered by the CEMP.	The Applicant has addressed this by removing (g) from the definition of commencement. However, the Applicant will consider whether it is appropriate to permit remedial works prior to commencement in respect of specific requirements.
Schedule 2, R10	The Environment Agency is not listed as a named consultee for the discharge of Requirement 10 [*CEMP*].	It is the responsibility of the discharging authority to determine who it requires to consult with. It is not the responsibility of the Applicant to unilaterally impose consultation requirements on the discharging authority. The Applicant will discuss this with Cherwell District Council (as local planning authority).
Schedule 2, R22	The Environment Agency is not listed as a named consultee for the discharge of Requirement 22 [*Flood risk and surface water – floodplain compensation*].	For ease of reference, this Requirement concerns a floodplain compensation scheme for any part of the authorised development which directly affects floodplain. The Applicant does not propose any floodplain compensation for main rivers (as defined in s113 of the Water Industry Act 1991) (for which the Environment Agency would be a statutory consultee). In respect of ordinary watercourses (as defined in s6(3) of the Flood and Water Management Act 2010), the lead local flood authority is the appropriate consultee and therefore the Applicant does not consider it appropriate or necessary for the Environment Agency to be consulted in relation to ordinary watercourses. In respect of consultation in relation to main rivers only, the Applicant reiterates its general comments above in relation to Requirement 10. The relevant discharging authority for Requirement 22 is the lead local flood authority and therefore

Article/Schedule	Comment	Response to the Environment Agency
		the Applicant will discuss this with Oxfordshire County Council.
Schedule 2, R23	The Environment Agency is not listed as a named consultee for the discharge of Requirement 23 [*foul drainage*].	For ease of reference, this Requirement concerns the submission and approval of a foul water drainage strategy. The Applicant is unclear what relevant this has to the Environment Agency and requests further clarification from the Environment Agency. In any event, subject to further comments, the Applicant considers consultation to be a matter for the local planning authority as the discharging authority for this Requirement.
Schedule 2, R28	The Environment Agency is not mentioned as a named consultee for draft Requirement 28 in relation to contamination risk associated with the discovery of previously unidentified contamination and the submission and approval of remediation schemes and verification plans. Additionally, the Requirement does not specify construction is to stop within the identifiable area of land within which contamination is suspected.	For ease of reference, this Requirement concerns the identification of contamination during the course of construction. The Applicant considers consultation to be a matter for the local planning authority as the discharging authority for this Requirement and will therefore discuss this with Cherwell District Council. On the second point, the Applicant is content to adopt the Environment Agency's revised wording for this Requirement and it will be included in the DCO when the application is submitted as follows: *28. If, during the course of construction, previously unidentified contamination is discovered, construction must cease ~~on that localised area of land~~ within the identifiable perimeters of the area in which the suspected contamination is located within the Order limits and the contamination must be reported in writing to the local planning authority within 10 working days. Prior to the recommencement of construction on that localised area of land within the Order limits, suitable investigation and risk-based land contamination assessment for the discovered contamination (to include any required amendments to the remedial scheme and verification plan) must be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The authorised*

Article/Schedule	Comment	Response to the Environment Agency
		development must then be implemented in accordance with the details approved by the relevant planning authority and, unless otherwise agreed in writing by the local planning authority, retained as such in perpetuity.
Schedule 2, R29	The Environment Agency is not mentioned as a named consultee for draft Requirement 29 in relation to the approval of the verification investigation.	For ease of reference, this Requirement concerns a verification investigation to be undertaken in the event that a mediation scheme and verification plan are agreed under Requirement 29. The Applicant considers consultation to be a matter for the local planning authority as the discharging authority for this Requirement and will therefore discuss this with Cherwell District Council.
Discharge of Requirements Procedure. (EA07)	As a named consultee on the discharge of several Requirements, we request the provision of at least 21 calendar / 15 business days in which to respond to the discharge authority. This should be reflected in the draft DCO.	In the event that the Environment Agency is named as a consultee to the discharge of a Requirement, the Applicant has no objection to it being given a set time in which to respond and considers this a matter for the discharging authority to confirm. However, this must fall within the overall time for the discharging authority to determine the application for approval of the Requirements (as per Part 2 of Schedule 2).
Article 50 — Interface with Waste Operation Permits	The Explanatory Memorandum explains that Article 50 makes provision for the interface between the authorised development with existing waste operation activities at the Ardley Landfill Site. It then says that Article 51 then enables the Environment Agency to make regulator-initiated variations to the existing permit, whilst also ensuring the Applicant is able to make an application for a partial surrender of the existing permit. The numbering does not tie up, but it all appears to be included in Article 50. We do not necessarily agree to Article 50 at this stage but we request further clarification is provided on the need for this Article.	The Applicant welcomes the opportunity to discuss the drafting of this Article with the Environment Agency and will contact the Environment Agency on this point directly. The Applicant has addressed the typographical error in the Explanatory Memorandum relating to the Article number.

Article/Schedule	Comment	Response to the Environment Agency
	We note the Applicant is seeking disapplication of the provisions of any byelaws made under, or having effect as if made under, paragraphs 5, 6 or 6A of Schedule 25 (byelaw making powers of the appropriate agency) to the Water Resources Act 1991. We have previously only agreed to the disapplication of the byelaws where it has agreed to the disapplication of the requirement for a flood risk activity permit (FRAP) under the Environmental Permitting Regulations 2016 (EPR2016), and accordingly agree protective provisions for our benefit. We note that the Applicant does not seek to disapply EPR2016 for flood risk activities. To be comfortable to agree to disapply the byelaws without protective provisions in place, we would need to be satisfied that there is nothing in existing and future byelaws that might concern us if we weren't able to rely on it in relation to the proposed development.	There is precedent for the disapplication of these specific provisions under the WRA 1991, see The Lower Thames (A122) Crossing Order 2025. As the Applicant will not be carrying out any works to a 'main river' (as defined above), it not considered that a FRAP will be required. However, the Applicant is considering the Environment Agency's comments and will consider whether any changes to the draft DCO are required.

2 Draft ES and other documents

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
Omission of fish and Aquatic Ecology (EA10)	Fish and other aquatic ecology (such as macrophytes and macroinvertebrates) have not been included in the Environmental Impact Assessment (EIA). Given the nature of the project, impacts could include (but may not be limited to) the following: • Increased noise associated with construction and operation • Increased runoff of fine sediment and pollutants as result of construction and operation • Temporary or permanent crossings of watercourses • Culverting of watercourses • Loss of habitat and habitat fragmentation.	The issue of aquatic ecology is addressed through the ES, and it is considered that a suite of additional surveys as proposed by the EA would be disproportionate. The surveys undertaken are consistent with those considered during ES Scoping, and in earlier dialogue with the EA and other consultees. The main receptors of relevance are the Padbury Brook and Gagle Brook, of which the relevant sections of both watercourses dry out seasonally. Padbury Brook is already heavily engineered in the vicinity of the M40 J10 and will see some further effects in this area from the M40 J10 works. Within the west of the Main Site the eastern and western stems of the Gagle Brook tributary that are proposed for

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
		realignment are both seasonal features and are dry for much of the year. Aquatic ecology relevant to the Padbury Brook and Gagle Brook will be appropriately protected via measures included in the CEMP (and future P-CEMPs, including for the relevant highways works around Junction 10). Permanent crossings of watercourses including culverts have been designed to minimise the scale of alterations to watercourse channels.
Watercourse Buffers (EA11)	Insufficient detail provided regarding watercourse buffers in Chapters 6 and 9. Increased risk of pollutants and fine sediment runoff entering watercourses, loss of riparian habitat, disturbance to fish species and deterioration in water quality if watercourse buffers are insufficient.	From the BNG proposals the respective buffer widths are: Padbury Brook at J10: culverted under the road infrastructure but otherwise located within generous landscape buffers. Tributary to Padbury Brook (south of rail track): entirely within GI. Realigned sections of the tributary stems to Ashgrove Brook (itself a tributary of Gagle Brook) will be routed through continuous landscape corridors c.20m width. Ashgrove Brook within the Main Site will be buffered within a largely continuous habitat corridor of typical width 30-60m.
Minor error in reporting (Otters) (EA12)	Otters have not been included as an ecological receptor in Table 6.14.	The ES has been updated to ensure Otters are included.
Invasive non-native species (Biosecurity planning) (EA13)	Risk of accidental spread of Invasive Non-Native Species (INNS), such as signal crayfish which were found during the survey of the Gagle Brook. Submit an INNS Management Plan as part of the Environmental Statement (ES). Without an INNS Management Plan, INNS may not be appropriately managed if discovered during construction. Accidental spread of INNS is an offence under the Wildlife and Countryside Act 1981. A pathway specific risk assessment should be considered identifying any pathways for spread during construction, operation and decommissioning. A strict and robust Biosecurity Plan must also be submitted within the ES, or	Signal crayfish were recorded only within the main Gagle Brook channel (outside of the Main Site). It is considered that an INNS is not required, and that standard mitigation and best practice measures to be incorporated in the CEMP and future P-CEMPs will be appropriate (such as equipment and wheel washing prior to moving off-site).

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
	alternatively, biosecurity measures could be incorporated within the INNS Management Plan.	
Watercourse Crossings (Gagle Brook) (EA14)	A new watercourse crossing over the Gagle Brook (Ordinary Watercourse) is proposed - insufficient detail provided on crossing design. There is a risk that the physical characteristics of waterbodies will be adversely affected. Consider using an open-span bridge with abutments set back from the bank edges to allow for natural sediment movement and reduce the impact to the river morphology.	Following ongoing dialogue and consideration of various issues, including with regard to ecological receptors and opportunities, the Applicant is exploring the use of a large box culvert open-span structure (as opposed to an enclosed/buried culvert) over the Gagle Brook. This would have approximate width of 6m with a shallow V or step in the base to help maintain a continuous watercourse when water levels are very low, and with a continuous mammal ledge c.600mm width to provide safe passage for terrestrial fauna at times of stronger flow.
General lack of consideration of Geomorphological impacts (EA15)	Inadequate consideration given to direct effects on watercourses - risk of misidentification of impacts and missed opportunities for mitigation and uplift if effects. Identify as early as possible any watercourse BNG and Water Framework Directive (WFD)/River Basin Management Plan (RBMP) opportunities for improving the watercourse network.	A WFD has been prepared and will form part of the final ES/application. The ongoing DAS process with the EA provides an opportunity for dialogue and input prior to submission. The WFD Assessment is referenced in the ES Chapter and concludes the Proposed Development is not anticipated to impact the overall WFD status of the Padbury Brook or Langford Brook or prevent WFD objectives from being achieved. Also additional references are made to hydrogeomorphological impacts.
Off-site flood risk impacts to third parties (EA16)	No demonstration/consideration of the possible offsite impacts posed by the Proposed Development, i.e. how the Proposed Development may impact third parties. Undertake an assessment of the residual risk posed - specifically, the Applicant must show impacts both downstream and upstream of the Site in the hydraulic model.	Since this comment was submitted by the EA the hydraulic evidence and reporting have been updated. The evidence shows no increased flood-risk to downstream receptors or landowners as a result of the proposed development. No likely significant adverse residual effects are identified from the assessment undertaken (on-site or off-site).
Downstream flood risk impacts (EA17)	Flood risk impacts downstream of the model domain (M40) are not clear.	Since this comment was submitted by the EA the hydraulic evidence and reporting have been updated.

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
	Update the Hydraulic Modelling Report to clearly present the stage and flow time series at the model outlet which compares the baseline and model scenarios.	
Hydraulic Model Files (EA18)	The hydraulic model files have not been provided for review.	Since this comment was submitted by the EA the hydraulic files have been shared with the EA for review – these will be reviewed by the EA specialists within the context of the ongoing DAS process.
Resilience against future flood risk (EA19)	Provide evidence that the warehouses will be resilient to the credible maximum scenario event. This should be done by raising finished floor levels (FFLs) above the credible maximum scenario and/or 300mm above the design flood event (whichever is highest).	The ongoing work to complete and finalise the ES is including further appropriate references to these issues – the flood-risk assessment and drainage strategy has informed FFLs which do make provision for this credible maximum scenario.
Missing WFD water body (EA20)	Water body catchment 'Town Brook at Bicester' (GB106039030150) has not been considered. Identify all watercourses which could be affected by developments and include them in Chapter 9 and the WFD Assessment. We note that the statutory Main River in this catchment appears to be outside the Figure 9.1 Study Area and is not labelled in Figure 9.7.	The Study Area marginally falls within the Town Brook to Bicester catchment. The Off Site Works No. 10 (foul water drainage outfall) is the only part of the Application which falls within the Town Brook to Bicester catchment allowing for the route of the foul water drainage. Given the nature of the works in this area, the effect of the development on the Town Brook to Bicester catchment is not expected to be significant and has not been included within the WFD Assessment (Appendix 9.5). As such, it will not be considered further in the ES Chapter.
General lack of consideration for WFD (EA21)	General lack of consideration for WFD and impacts on water quality. Risk of missing out on opportunities to deliver WFD mitigation measures as part of the design. Aside from paragraph 9.2.36 which says that geomorphological and water quality impacts will be assessed as part of a WFD Assessment, little detail on water quality impacts is provided.	A WFD has been prepared and will form part of the final ES/application. The ongoing DAS process with the EA provides an opportunity for input prior to submission. The WFD Assessment is referenced in the Es Chapter and concludes the Proposed Development is not anticipated to impact the overall WFD status of the Padbury Brook or Langford Brook or prevent WFD objectives from being achieved. Also additional references are made to hydrogeomorphological impacts.

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
Pollution Prevention (Water Quality) (EA22)	Insufficient detail provided on the surface water drainage strategy and pollution prevention measures. There is risk of decrease in water quality from fuel/oil/chemical spillages or increased sediment entering surface water runoff without sufficient mitigation measures in place. Provide sufficient detail on the surface water drainage strategy and pollution prevention measures in the CEMP, surface water drainage strategy, WFD assessment and Chapter 9 of the final ES. Further details on specific details we wish to see are provided.	The ongoing work to complete and finalise the ES, and the CEMP, is including further appropriate references to these issues. Further information on pollution prevention measures included within the ES, Surface water drainage strategy and WFD have been prepared and will form part of the final application. These are referred to in, and have been used to inform, the ES.
Water Quality Monitoring (EA23)	Insufficient monitoring proposed. We expect water quality monitoring to be undertaken prior to and during the construction activity, however this should continue into the early operation phase. Applicant should clarify if 'project duration' includes all phases including beyond construction. Unsuitably designed monitoring plans may be unable to detect relevant trends, if any, on water quality during construction and operation phases. Monitoring during the first few months of operation is necessary to provide confirmation that there is no residual water quality impacts post-construction. Role of future P-CEMPs is understood - suggestions are made as to what should be covered in monitoring regimes.	The ongoing work to complete and finalise the ES, and the CEMP, is including further appropriate references to these issues.
Water Supply Strategy (EA24)	Insufficient detail provided to demonstrate the claim made in paragraph 9.5.17 that the likely significance of effects of water supply during construction activities are slight adverse. If the water resources assessment undertaken does not include all water demands, and water is required outside of mains water supply then alternative sources of supply should be evaluated. Development in areas under serious water stress should demonstrate how optimal water efficiency can be achieved and explore alternative sustainable sources of supply such as rainwater harvesting.	As recognised in the EA comments, the draft ES acknowledged the regional water scarcity and identifies increased demand on the local water supply (due to construction activities) as likely affects.

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
	Where possible, non-potable water should be used to meet demands which do not require it such as dust suppression and machinery wash down.	
Dewatering (EA25)	No appraisal of the extent of dewatering that may be required during both construction and operation if artesian conditions are encountered. Dewatering activities have to potential to impact on groundwater dependent surface water features and on other licence holders and lawful water users – these impacts must be considered.	The ongoing work to complete and finalise the ES, and the CEMP, is including further appropriate references to dewatering, however, no significant impacts or issues are expected with mitigation in place.
Interaction with Ardley Landfill (EA26 – *also see EA27)*	There is an absence of detail regarding how the development will interact with the Environment Agency regulated Ardley Landfill site, which it cuts across. A permit variation under the Environmental Permitting Regulations will be required separate to the DCO. We do not have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution in order to be granted an environmental permit.	Dialogue with the EA (National Permitting Service) has progressed since these comments were provided by the EA, and an approach agreed to the reprofiling of existing waste material. This has since been captured in an updated note from the National Permitting Service which will be reflected in the final OxSRFI application. As a result of the agreed approach the Order Limits for the scheme has been extended to cover the required permit areas. No drainage strategy is proposed separately but there is a need to co-ordinate with the rail terminal outfall adjacent landfill – this remains to be finalised.
Interaction with Ardley Landfill (2) (EA27)	We are aware of proposals to divide cell B (scenario 2), but no details have been provided. There is no design of permit boundary or understanding of how the two permits interact is provided. We do not have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution in order to be granted an environmental permit.	
Biffa Operated In-Vessel Composting (IVC) Facility (EA28)	Lack of clarity regarding the fate of the Biffa Green Power IVC facility. Provide clarity on the fate of the facility and report on this appropriately across relevant documents submitted with the DCO.	The proposed approach to the IVC facility will be clearly set out in the final application. In brief, the IVC cannot remain in its current location without resulting in an inefficient and sub-optimal masterplan for the SRFI scheme. The option to relocate the IVC within the site was considered, but in light of the likelihood of unacceptable odour impacts on receptors within the site once developed

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
		(and other nearby receptors), the commercial risks are considered too great. The current lease for the IVC ends in 2030, and if the OxSRFI scheme has been approved by that time, the lease will not be renewed.
Minor Issue Regarding Coverage of Groundwater within the ES (EA29)	Overlap between Chapters 9 and 11 in that they both cover potential effects to groundwater quality. Potential for confusion and inconsistencies. Ensure clarity in final ES.	The final ES is clear on how and where groundwater is addressed – it is relevant to both Chapters 9 and 11, and both chapters continue to refer to relevant issues, but effort has been made to ensure no inconsistencies, and relevant cross-references where required. In addition, the CEMP – a cross-cutting document prepared with multi-disciplinary input - is considered appropriate in terms of the framework for groundwater controls.
Inaccurate Labelling of Impact (EA30)	Potential effect *'Spillage at surface impacting the quality of groundwater resources'* has been listed as a groundwater resource issue when it is in fact a groundwater quality impact. Possible confusion about potential mitigation measures as a result of inaccurate labelling of issues considered in the assessment. List groundwater quality and groundwater resource impacts separately.	ES chapter has been updated to correct this
Omission of Groundwater as a Receptor (EA31)	No consideration for groundwater as a receptor that is susceptible to significant risks. The assessment only considered groundwater in large operational waterbody catchments, rather than the aquifers. As a result, groundwater receptors have not been included in the operational part of Table 9.12. Consider potential risks to the aquifers beneath the development from all stages of the development (i.e, construction and operation). Ensure this is reflected within Table 9.12 in the final ES.	The ongoing work to complete and finalise the ES is including further appropriate references to groundwater as a potential receptor. In addition, the CEMP as drafted is considered appropriate in terms of the framework for groundwater controls. The CQA is required to be approved by the EA, and other parts of Section 11 of the CEMP refer to monitoring to ensure no adverse impacts on groundwater. Further details re: groundwater receptors will be required through phase specific CEMPs (P-CEMPs). The ES Chapter has been updated to make specific reference to the aquifers and not just the operational waterbodies.

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
Vulnerable Groundwater Receptors (EA32)	No reference to groundwater dependant terrestrial ecosystems (GWDTEs) and private water supplies have not been referenced in Chapters 9 and 11 which, according to their introductions consider risks to groundwater (this includes the Appendices that support these Chapters (Appendices 11.1, 11.2, 11.4, 11.5 and 11.6)). Include private water supplies (if present) and GWDTEs in future assessments.	No groundwater dependant terrestrial ecosystems have been identified. The local SSSIs are geological / limestone grasslands which are not groundwater dependant. This will be made clear in the ES. There are no known private water supplies.
Minor Reporting Error (Alluvium Deposits) (EA33)	The report has incorrectly identified the Alluvium deposits as a Principal aquifer (Ch 9: Water Environment, Section 9.2.26) – should be identified correctly.	This has been updated in the ES Chapter.
Inadequate Mitigation Measures for Pollution Prevention (EA34)	The proposed embedded mitigation measures do not include pollution prevention from roads and railways, other than refuelling and spill management. It is not clear how pollution prevention from surface water drainage will be managed.	The updated ES chapter, and updated, final CEMP are clear on the range of measures to prevent pollution, including from roads and from relevant on-site activities during construction. The 'operational' phase approach to mitigating such risks are addressed through the drainage design detail. Further information on pollution prevention measures are included within the ES, Surface water drainage strategy and WFD have been prepared and will form part of the final application. These are referred to in, and have been used to inform, the ES.
Foundations (Piling) (EA35)	No confirmation of the type of foundations which will be used for the buildings on site. Risk of polluting the underlying aquifer if piled foundations are used. If piled foundations are used, they could potentially as pathways for the transfer of contaminants to the underlying Principal aquifer.	Piling is not proposed – this is being made clear in the final ES.
Construction Environmental Management Plan (Groundwater Receptors) (EA36)	Limited reference to groundwater receptors within the CEMP. Risk of impacting groundwater receptors if controls are not in place within the CEMP. There is some discussion of leachate management and groundwater monitoring although details are limited. We	The CEMP as drafted is considered appropriate in terms of the framework for groundwater controls. The CQA is required to be approved by the EA, and other parts of Section 11 of the CEMP refer to monitoring to ensure no adverse impacts on groundwater.

Article/Schedule (incl EA reference)	Comment	Applicant comments/response
	note that a Construction Quality Assurance (CQA) Plan will be submitted.	Further details re: groundwater receptors will be required through phase specific CEMPs (P-CEMPs).
Impact of Earthworks on Groundwater receptors (EA37 – *also see EA29, EA31 and EA32)*	Lack of clarity as to whether impacts on groundwater levels or groundwater receptors (e.g. private water supplies) have been considered at this stage. The risk of disturbing confining aquifer beds and encountering Artesian conditions beneath the site have not been mentioned. Risk of impacts to groundwater receptors from the removal of large quantities of material have not been considered. The Hydrogeological Risk Assessment discussed in paragraph 11.7.5 should consider private water supplies, the risk of disturbing confining aquifer beds and encountering Artesian conditions.	The ongoing work to complete and finalise the ES is including further appropriate references to groundwater receptors and any potential impacts, and any required mitigation. This can also be discussed if required as part of the ongoing DAS process with the EA prior to submission of the application. The impact on the earthworks exercise to groundwater and has been considered. Further details will be included in the ES.
Re-use of Excavated Material (EA38)	Re-use of excavated material is proposed under CL:AIRE Definition of Waste Code of Practice (DoWCoP). However, this may not be possible for some of the excavated material, creating a risk of lack of compliance with waste management regulations. A Materials Management Plan (MMP) would be required.	A MMP is proposed as part of the CEMP, as currently drafted (Section 15 of the CEMP). The potential constraint on the re-use of some material (e.g. material within the landfill) is understood – that is not proposed to be re-used within the wider site, but will be reprofiled within the landfill area itself (as agreed with the EA National Permitting Service).

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PLANNING

Oxfordshire Railfreight Limited

SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING

(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 (AS AMENDED)

THE OXFORDSHIRE RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that Oxfordshire Railfreight Limited ("the Applicant") of 2nd Floor Gaspé House 66-72 Esplanade St Helier Jersey JE1 1GH proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") to authorise the construction, operation, use and maintenance of a new rail freight interchange, warehousing and associated infrastructure on land adjacent to the Chiltern Main Line Railway, southwest of Junction 10 of the M40 motorway, east of the former Upper Heyford Former Air Base, together with highway improvement works to J10 of the M40 motorway, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire (the "Application").

The Application is considered to require an Environmental Impact Assessment and therefore the Application will be accompanied by an Environmental Statement.

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- A rail freight terminal served via new connections to the Chiltern Main Line Railway (part of the Strategic Rail Freight Network), including container storage.
- Works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site.
- Works to the Ardley tunnel to provide W8 gauge through the tunnel.
- Up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines.
- Demolition of existing structures and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;
- Improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to the Main Site.
- A Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430.
- A Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester.
- The principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site.
- Highway works to be carried out in connection with the improvement of J9 of the M40 motorway.
- Additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout.
- Measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site, as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road.
- Retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities.
- Retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity.
- Associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

The Applicant will be undertaking its second stage of consultation from **23 September until 4 November 2025** and copy of a draft preliminary environmental information report, draft plans and other draft documents showing the nature and location of the proposed development may be inspected from **23 September 2025** free of charge on the Applicant's website at: www.oxsrfi.co.uk and at the following locations during the hours set out below:

1. **Cherwell District Council**, 39 Castle Quay, Banbury, OX16 5FD (Opening Times: 08:45 – 17:15 Monday to Friday); and
2. **Bicester Library**, Franklins House, Wesley Lane, Bicester, OX26 6JU (Opening Times: Monday 09:30 – 19:00, Tuesday 09:30 – 17:00, Wednesday 09:30 – 19:00, Thursday 09:30 – 19:00, Friday 09:30 – 17:00, Saturday 09:00 – 16:30.

The documents relating to the proposed Application will be on display at the above locations from 23 September to 4 November 2025. Copies of the plans, map and documents can be provided on USB or via a file sharing website link free of charge for those without reasonable internet access and in paper copy for a small printing charge (50p per A4 sheet, 75p per A3 sheet and if plans are requested at a larger scale, a charge of £5 per plan will be made). Cases of hardship will be considered on their individual basis and the Applicant may use its discretion on whether or not to charge for hard copies.

Any responses or representations in respect of the Proposed Application should be sent in writing to the Applicant at **consultation@oxsrfi.co.uk** or by post to **'Freepost OxSRFI'** no later than 11:59pm on 4 November 2025. Comments can also be made on the Applicant's website, using the comments form at the public exhibitions or by telephone using the project phone line (charged at standard landline rates): **01865 989650**.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

OTHER

OXFORDSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 14(1)

Notice of Temporary Traffic Order
Oxford, Pusey Lane
Prohibition of Through Traffic
Date of Order: 6 October 2025
Coming into force: 13 October 2025

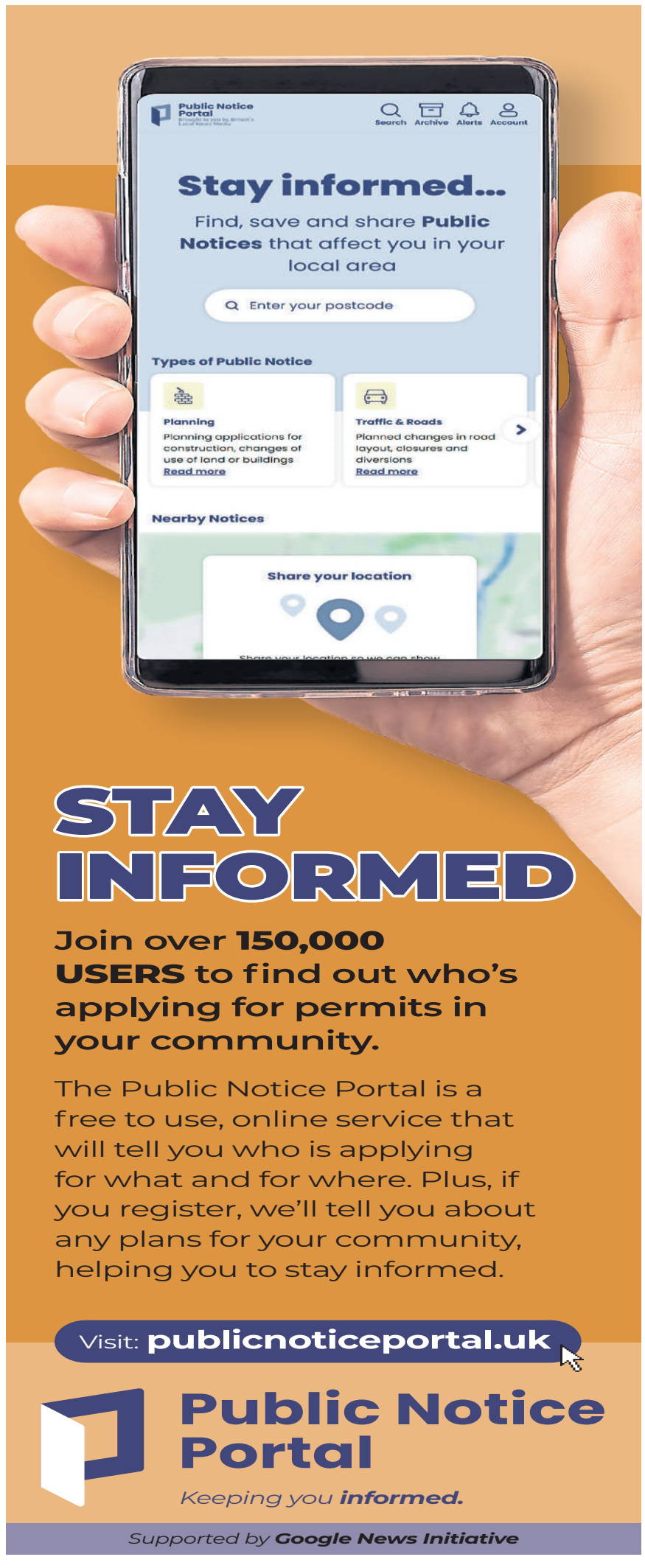
This Order is being introduced because of adjacent construction works on Pusey Lane. This will house a hoarded off area to allow deliveries, materials and waste storage which are anticipated to be completed 31 December 2026.

The effect of the Order is to temporarily prohibit any vehicle proceeding in the length of Pusey Lane between the access to the car park of Blackfriars College and St Cross College kitchen car park. Appropriate traffic signs will be displayed to indicate when the measures are in force. Exemptions are included for emergency services and for the works and for access to premises which are only accessible from the closed section of road. Access for cyclist and pedestrians will be maintained. The alternative route for traffic is via Pusey Lane, St Giles, A4144, St John's Square, Pusey Lane This Order will remain in force for a maximum period of 18 months or until the works have been completed whichever is the sooner. **(Ref: T16389/AC)**

Traffic Regulations Team for the Director for Environment and Place, County Hall, Oxford OX1 1ND. 0345 310 1111.

PROBATE & Trustee



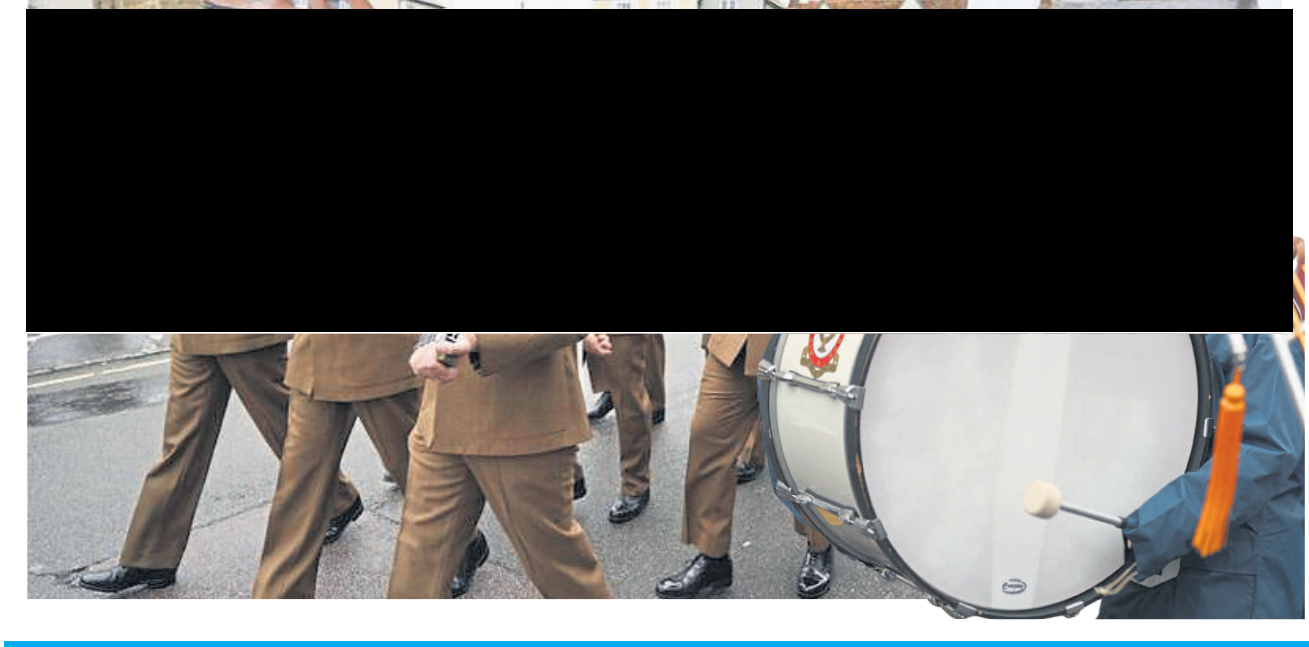


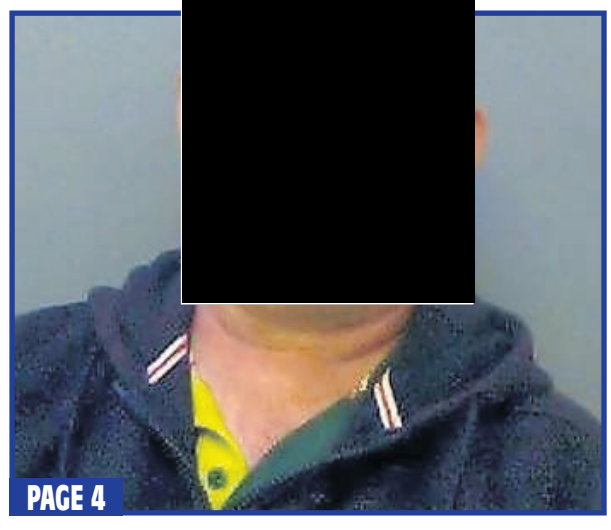
Bicester Advertiser

Established in 1879 | Thursday, September 18, 2025 | 90p

PAGE 14

DOZENS AT CIVIC SERVICE AND PARADE





PAGE 4

TERRORIST JAILED FOR THREATS TO KILL PRISON STAFF

OBJECTIONS START TO ROLL IN OVER 9,000-HOME DEVELOPMENT: PAGE 3

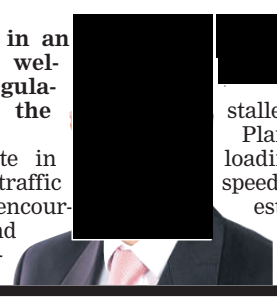
ECO TOWN TRAFFIC RULES WELCOMED



Bus lane and 20mph speed limit fit with estate's 'eco identity'

MANY people living in an eco-town in Bicester welcome new traffic regulations approved by the county council.

The Elmsbrook estate in Bicester will see new traffic measures designed to encourage active transport and reduce car traffic in-



@newsquest.co.uk

stalled on Charlotte Avenue.

Plans include a bus lane, loading bay at cafe and 20mph speed limits throughout the estate.

FULL STORY: Page 5



PAGE 9

OPINION SPLIT OVER THEME PARK PLANS

WHITELANDS ACADEMY

OPEN EVENING

WEDNESDAY 1ST OCTOBER

To attend the Open Evening, please register via the QR Code

THE WHITE HORSE FEDERATION

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O

Thursday, September 18, 2025

oxfordmail.co.uk £1.05

Tech CEO 'hit by car'



P9

Objections to 9,000 homes proposal: P8



PRUE HELPS LAUNCH LIFE-CHANGING BAKERY

P2



P5

JAIL THREAT BY TERRORIST

ISSN 0962-8223 £1.05

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SHOCK OVER DEATHS OF VILLAGE COUPLE



Ex-parish chair and husband mourned

BY [redacted]

A COUPLE found dead in a village have been named locally and praised for their community work.

Police vehicles arrived in Milton, near Didcot, on Monday night before forensic officers joined the scene. The force remained stationed outside a house on Old Moor in the next days.

Yesterday, police confirmed that two bodies had been found inside a village home.

A woman in her 70s and a man in his 80s were discovered.

Police said no one else was being sought in relation to their investigation of the deaths.

FULL REPORT: PAGE 7



I wanted a Sixth Form which opens the door to my future.

YEAR 11 & SIXTH FORM OPEN DAY
20 September 2025

DAY SCHOLARSHIP DEADLINE
24 October 2025

ST CLARE'S OXFORD
www.stclares.ac.uk

Section:GDN 1N PaGe:1 Edition Date:250918 Edition:01 Zone:N Sent at 17/9/2025 21:30

cYanmaGentaYellowl



The rise and fall of the Baader-Meinhof gang

The long read

'I ran my perfect race' Wightman takes brilliant silver in 1500m



Sport

The Guardian

Thursday
18 September 2025
£3.20
From £2.30 for subscribers



Trump rides into town *King Charles and the US president, Donald Trump, on their way to Windsor Castle yesterday*

PM banks on £150bn investment to placate critics of Trump visit

Keir Starmer sought to navigate a politically treacherous state visit by Donald Trump by announcing £150bn of US investment in the UK last night, while the president was kept safely in Windsor Castle's confines.

As thousands of protesters voiced their anger in London at a Stop Trump Coalition protest, the US president was escorted by the king and queen through a first day that ended in a state banquet but kept him out of reach of his critics.

The recent sacking of Peter Mandelson as British ambassador to Washington over his relationship with the convicted sex offender Jeffrey Epstein has loomed large over the two-day visit, with Trump himself facing questions over his dealings with the disgraced financier.

With Downing Street eager to make the best of what could prove to be a difficult few days, Starmer announced overnight what was said to be the largest ever investment package in the UK.

Of the £150bn announced, £90bn was a commitment from the private equity giant Blackstone to

4

State/Banquet

A new poem by the former poet laureate to mark Trump's state visit

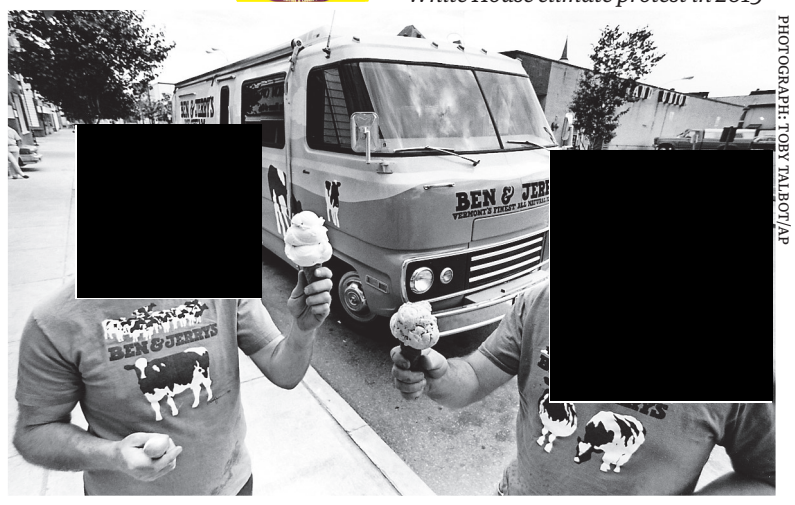
How it glitters and shines, The Grand Service,
among the rocks and the rubble,
laid out on a breezeblock horseshoe table,
six crystal glasses per setting.
It took eight servants three weeks to polish –
silver coated in a thin layer of gold –
even the concrete dust in the air seems glamourised
and the ruins are decked in the uplifting flags of democracy.

To start, fillet of Dover sole filled with salmon mousse,
served on a bed of leeks with white wine sauce.
Poached Sandringham venison with truffles to follow,
then Key Lime Pie, and among the wines,
Chateau Pichon-Longueville Comtesse de Lalande, 1990.
Yum-yum. Let the trumpets sound on the bombsite
as the great and the good pick their way through,
and a famished child peers through a bullet-hole in a wall.

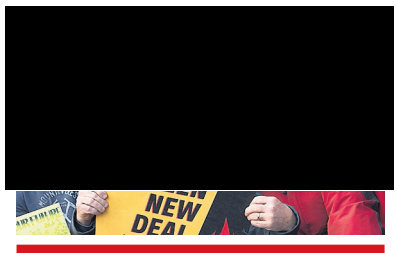
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▼ *Jerry Greenfield, left, with his fellow Ben & Jerry's co-founder Ben Cohen in 1987. Below, the pair at a White House climate protest in 2019*



PHOTOGRAPH: TOBY TALBOT/AP



Ben & Jerry's has had its voice silenced, says co-founder as he quits

Mark Sweney

The Ben & Jerry's co-founder Jerry Greenfield has stepped away from the ice-cream brand after nearly 50 years, claiming it has lost its independence and accusing its parent company, Unilever, of having "silenced" its social mission.

Greenfield said in a letter posted by his co-founder, Ben Cohen, that he could no longer "in good conscience" remain an employee of a business that he argued had been muzzled by the UK-listed Unilever, despite an agreement protecting its social mission when it was taken over in 2000.

"It is profoundly disappointing to come to the conclusion that that independence, the very basis of our sale to Unilever, is gone," he said. "If the company couldn't stand up for the things we believed, then it wasn't worth being a company at all."

Greenfield, who along with Cohen has no control over operations but had remained an employee to help maintain its founding social mission, called it one of the "hardest and most painful decisions" he had ever made.

Greenfield's resignation is the latest development in a bitter dispute since Unilever backtracked on an agreement allowing Ben & Jerry's to not sell ice-cream in occupied Palestinian territories, which had been heavily criticised in Israel.

Unilever subsequently sold Ben & Jerry's Israel division to a local operator, prompting the ice-cream maker to sue its parent company before reaching a settlement in 2022.

Last year, Ben & Jerry's launched a legal action against Unilever, accusing it of threatening to dismantle the board and sue directors over their public statements in support of Palestinians in Gaza.

Unilever is preparing to spin out its ice-cream division, the Magnum Ice Cream Company (TMICC), which also includes Wall's, with a main listing in Amsterdam and secondary listings in London and New York.

Before the new business's first capital markets day last week, Cohen and Greenfield published an open letter to the board and potential investors calling for the brand to be "released".

The letter also argued that Unilever's move to dismantle Ben & Jerry's social mission had devalued the business.

Cohen and Greenfield have been looking for investors to help them buy the brand back, but Unilever has insisted it is not for sale. Cohen said that, amid tensions with Unilever, the brand had tried to engineer a sale to investors at a fair market value of $1.5bn-$2.5bn (£1.1bn-£1.8bn) but the proposal was rejected. "The problem is that Unilever and Magnum don't want to sell, so they are not allowing any of these potential investors see the financials," said Cohen.

> ***'That independence, the very basis of our sale to Unilever, is gone'***
>
> **Jerry Greenfield**
> *Company's co-founder*

A spokesperson for TMICC said it would be "for ever grateful" to Greenfield for his role co-founding the company, but that the business "disagreed with his perspective" and had sought to engage both co-founders in a "constructive conversation" on how to strengthen the brand.

In May, Cohen was charged with "crowding and obstructing" others after he was arrested while protesting against the Israeli blockade of Gaza during a US Senate hearing.

Ben & Jerry's was founded in 1978 after the two friends took a $5 correspondence course in ice-cream making. The pair - who met while at school in Merrick, on Long Island in New York - opened their first store in a renovated petrol station in Burlington, Vermont, with a mission to "advance human rights and dignity".

The company, which from 1985 began donating almost 8% of its pre-tax profits to charity, grew to become one of the biggest in the US. Its transition to international success attracted the attention of the then Anglo-Dutch consumer goods company Unilever.

In 2000, Unilever struck a $326m deal to buy the business, a move that reportedly did not please Greenfield.

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STRATEGIC RAIL FREIGHT INTERCHANGE

Oxfordshire Railfreight Limited

SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 (AS AMENDED)

THE OXFORDSHIRE RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that Oxfordshire Railfreight Limited ("the Applicant") of 2nd Floor Gaspé House 66-72 Esplanade St Helier Jersey JE1 1GH proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO") to authorise the construction, operation, use and maintenance of a new rail freight interchange, warehousing and associated infrastructure on land adjacent to the Chiltern Main Line Railway, southwest of Junction 10 of the M40 motorway, east of the former Upper Heyford Former Air Base, together with highway improvement works to J10 of the M40 motorway, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire (the "Application").

The Application is considered to require an Environmental Impact Assessment and therefore the Application will be accompanied by an Environmental Statement.

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- A rail freight terminal served via new connections to the Chiltern Main Line Railway (part of the Strategic Rail Freight Network), including container storage.
- Works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site.
- Works to the Ardley tunnel to provide W8 gauge through the tunnel.
- Up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines.
- Demolition of existing structures and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;
- Improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to the Main Site.
- A Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430.
- A Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester.
- The principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site.
- Highway works to be carried out in connection with the improvement of J9 of the M40 motorway.
- Additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout.
- Measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site, as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road.
- Retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities.
- Retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity.
- Associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

The Applicant will be undertaking its second stage of consultation from **23 September until 4 November 2025** and copy of a draft preliminary environmental information report, draft plans and other draft documents showing the nature and location of the proposed development may be inspected from **23 September 2025** free of charge on the Applicant's website at: www.oxsrfi.co.uk and at the following locations during the hours set out below:

1. **Cherwell District Council,** 39 Castle Quay, Banbury, OX16 5FD (Opening Times: 08:45 – 17:15 Monday to Friday);
2. **Bicester Library,** Franklins House, Wesley Lane, Bicester, OX26 6JU (Opening Times: Monday 09:30 – 19:00, Tuesday 09:30 – 17:00, Wednesday 09:30 – 19:00, Thursday 09:30 – 19:00, Friday 09:30 – 17:00, Saturday 09:00 – 16:30);

The documents relating to the proposed Application will be on display at the above locations from 23 September to 4 November 2025. Copies of the plans, map and documents can be provided on USB or via a file sharing website link free of charge for those without reasonable internet access and in paper copy for a small printing charge (50p per A4 sheet, 75p per A3 sheet and if plans are requested at a larger scale, a charge of £5 per plan will be made). Cases of hardship will be considered on their individual basis and the Applicant may use its discretion on whether or not to charge for hard copies.

Any responses or representations in respect of the Proposed Application should be sent in writing to the Applicant at consultation@oxsrfi.co.uk or by post to '**Freepost OxSRFI**' no later than 11:59pm on 4 November 2025. Comments can also be made on the Applicant's website, using the comments form at the public exhibitions or by telephone using the project phone line (charged at standard landline rates): **01865 989650.**

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

THE GAZETTE

LONDON GAZETTE

CONTAINING ALL NOTICES PUBLISHED ONLINE ON 18 SEPTEMBER 2025

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LONDON BOROUGH OF MERTON
TOWN AND COUNTRY PLANNING ACT 1990
LAND AT MITCHAM GASWORKS SITE WESTERN ROAD MITCHAM CR4 3FL
STOPPING UP ORDER NO. 1 2025
NOTICE OF MAKING OF STOPPING UP ORDER
SECTION 247 TOWN AND COUNTRY PLANNING ACT 1990

NOTICE IS HEREBY GIVEN that on 18th September 2025 the Council of the London Borough of Merton, Civic Centre, London Road, Morden, Surrey, SM4 5DX (hereinafter called "the Council") made an order ("the Order") pursuant to section 247 of the Town and Country Planning Act 1990 (hereinafter called "the Act") in respect of:

The existing highway land made up of the carriageway and footway areas for 2 bell mouths, one on Portland Road and one on Western Road, Mitcham comprising of a combined area of 261.1m^2 as shown hatched blue on the attached plan ("the Land")

The effect of the Order is that the Land has ceased to be public highway. The Council is satisfied that it was necessary to stop up the Land that is subject to this Order to allow for the implementation of the planning permission described in the Schedule.

A copy of the Order and a map defining the land to which it relates can be inspected at Council Offices at Front Reception, Merton Civic Centre London Road Morden Surrey SM4 5DX, from 9.00am to 5.00pm Monday to Thursday and 9.00am to 4.45pm on Friday (excluding bank and public holidays).

Any person aggrieved by the Order and wishing to question its validity, or any provision contained in it, on the grounds that it is not within the powers of the Act or that any procedural requirement of the Act or of any regulation made under it has not been complied with, may apply to the High Court for the suspension or quashing of the Order, or any provision in it. Any such application must be made within six weeks up to 30th October 2025 (the date of confirmation of the Order)

London Borough of Merton, Civic Centre, London Road, Morden SM4 5DX (Ref. CS LEG HB 525/118)

THE SCHEDULE

Description of Development

25/P1191

An application for removal of conditions : 12 (gas boilers) 38 (district heat networks) 61 (noise - air source heat pumps) 67 (occupation restriction) application for variation of conditions: 1 (commencement of development) 2 (approved plans) 6 (wind mitigation) 8 (unit numbers) 19 (non-residential use) 30 (green roofs) 37 (energy statement) 39 (residential co2 reductions and water use) 44 (screening) 53 (surface water drainage) 56 (flood risk assessment compliance) 68 (play space) attached to lbm planning application 22/p3620 relating to the full planning application for the demolition of a pressure reduction station and telecommunications mast, erection of new buildings to provide residential accommodation (class C3) and flexible commercial/community space (class e and/or class F2), with associated access, parking and landscaping arrangements, including the re-provision of new telecommunications mast. to allow for the following changes; - housing mix; - amendments to footprint and profile articulation; - reduction in building height by one storey of blocks D & E (fronting hay drive); - amendments to external&internal layouts; - additional cycle parking; - alterations to elevations; - alterations to energy strategy; - improvement of carbon reduction; - removal of roof plants; - amendments to design of the landscape

(4964566)

OXFORDSHIRE RAILFREIGHT LIMITED
SECTION 48 PLANNING ACT 2008
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Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate. (4964570)

PRESTON CITY COUNCIL

NOTICE OF VARIATION OF THE FISHERGATE HILL CONSERVATION AREA AND THE AVENHAM CONSERVATION AREA

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 (AS AMENDED)

NOTICE is hereby given in pursuance of section 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) that on the 18th September 2024 Preston City Council determined to vary the boundaries of the Fishergate Hill Conservation Area and the Avenham Conservation Area. This followed a public consultation on the Fishergate Hill Conservation Area Appraisal and Avenham Conservation Area Appraisal between 7th May 2024 and 18th June 2024. Fishergate Hill Conservation Area The boundary is reduced to exclude land at the southern end of West Cliff, western entrance to Miller Park, Miller Park Lodge and 37a to 37d Christ Church Street (inclusive) from the Fishergate Hill Conservation Area. Avenham Conservation Area The boundary is extended to include land at the southern end of West Cliff, western entrance to Miller Park and Miller Park Lodge in the Avenham Conservation Area. A Conservation Area is an area of special architectural or historic interest, the character of appearance of which it is desirable to preserve or enhance.

The main effects of being included within a Conservation Area are:

• the Council has a duty to pay special attention to the desirability of preserving or enhancing the character and appearance of Conservation Areas;

• permitted development rights are restricted within a Conservation Area;

• there are additional controls over demolition of buildings within a Conservation Area;

• additional publicity must be given to planning applications within a Conservation Area;

• notice must be given to the Council before work can be carried out on a tree (that is not protected by a Tree Preservation Order) situated within a Conservation Area;

• the display of advertisements is more restricted than elsewhere within a Conservation Area.

A copy of the Fishergate Hill Conservation Area Appraisal, the Avenham Conservation Area Appraisal and boundary maps can be viewed on the Council's website at www.preston.gov.uk/article/1098/Conservation-Areas or may be inspected at the Town Hall, Lancaster Road, Preston, PR1 2RL during office hours.

For enquiries or further information please contact Development Management by email: devcon@preston.gov.uk or in writing to Development Management, Preston City Council, Town Hall, Lancaster Road, Preston, PR1 2RL.

Dated the 18th day of September 2025

Chris Hayward, Director of Development and Housing, Preston City Council, Town Hall, Preston, PR1 2RL (4964572)

NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR CONNAH'S QUAY LOW CARBON POWER PROJECT

APPLICATION REFERENCE: EN010166

NOTICE UNDER SECTION 56 PLANNING ACT 2008, REGULATION 9 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 AND REGULATION 16 OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Notice is hereby given that an application for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 has been made by Uniper UK Limited (company number: 02796628) (the Applicant) of registered office Compton House 2300 The Crescent, Birmingham Business Park, Birmingham, England, B37 7YE to the Planning Inspectorate (on behalf of the Secretary of State) (the Application). The Application was made on 5 August 2025 and accepted for examination by the Planning Inspectorate (on behalf of the Secretary of State) on 28 August 2025 (Application Reference: EN010166).

The Application is for the proposed Connah's Quay Low Carbon Power Project (the Project).

Summary of the Project

The Project Site is located approximately 0.6 kilometres (km) north-west of Connah's Quay in Flintshire, north-east Wales. The Main Development Area is centred at national grid reference 327347, 371374, and the Project is wholly within the administrative area of Flintshire County Council. A map showing the location of the Project can be viewed online on the Connah's Quay Low Carbon Power Project page of the Planning Inspectorate's National Infrastructure Consenting website at:

https://nsip-documents.planninginspectorate.gov.uk/publisheddocuments/EN010166-000318-2.1_CQLCP_Site_Location_Plan_Rev_00.pdf.

The Project comprises the construction, operation (including maintenance) and decommissioning of a proposed low carbon Combined Cycle Gas Turbine (CCGT) Generating Station fitted with Carbon Capture Plant (CCP) (the CQLCP Abated Generating Station) and supporting infrastructure on land at, and in the vicinity of, the Connah's Quay Power Station Site, Kelsterton Road, Connah's Quay, Deeside.

The Application is required because the Project is classified as a Nationally Significant Infrastructure Project pursuant to sub-sections 14(1)(a) and 15(1) and (3A) of the Planning Act 2008, as an onshore generating station in Wales with a capacity exceeding 350 megawatts. This means that development consent is required for the Project. The decision whether to grant development consent will be made by the Secretary of State for Energy Security and Net Zero (the Secretary of State).

The DCO, if granted, would authorise the compulsory acquisition of land, interests in land and rights over land, and the powers to use land permanently and temporarily. The DCO would also authorise alterations to the layout of streets, the construction of accesses to the Project, the permanent and temporary stopping up of the public rights of way, street works, removal of hedgerows, and the application, disapplication and modification of legislation.

Environmental Impact Assessment

The Project is Environmental Impact Assessment development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and, accordingly, an Environmental Statement accompanies the Application.

Application form and accompanying documents

The Application form and its accompanying documents, drawings, plans and maps, including the Environmental Statement and draft DCO, are available to view electronically and download, free of charge, under the "Documents" tab on the Connah's Quay Low Carbon Power Project page of the Planning Inspectorate's National Infrastructure Consenting website, being a website maintained by or on behalf of the Secretary of State:

https://nationalinfrastructure-consenting.planninginspectorate.gov.uk/projects/EN010166/documents.

The Application documents will be available to view online at least until the end of the Relevant Representation period at 23:59:59 on 27 October 2025.

OxSRFI

OXFORDSHIRE

STRATEGIC RAIL FREIGHT INTERCHANGE

Project Overview Document draft for Stage 2 Consultation

On behalf of
Oxfordshire Railfreight Limited

Prepared by Oxalis Planning Ltd
September 2025

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1.0 INTRODUCTION AND PURPOSE OF THIS DOCUMENT

1.1 This document, referred to as the 'Project Overview Document', is intended to provide a straight-forward and helpful non-technical summary of the Oxfordshire Strategic Rail Freight Interchange proposals, known as 'OxSRFI' (and also referred to in this Statement as the 'Proposed Development'). It has been prepared by the Applicant for the proposals, Oxfordshire Railfreight Limited (referred to as 'the Applicant').

1.2 The OxSRFI proposals meet the statutory definition of a Nationally Significant Infrastructure Project (NSIP). This means that rather than preparing a planning application for determination by the Local Planning Authority (the District Council) an application for a Development Consent Order (DCO) is being prepared. This will be examined by the Planning Inspectorate (known as 'PINS') before being determined by the Secretary of State for Transport.

1.3 The Proposed Development responds directly to the growing market demand for increased use of rail freight, and the demand for large scale warehouse space, with the opportunity now and in the future to utilise rail. The vision for the proposals is to provide a Strategic Rail Freight Interchange in response to a range of national and local economic and policy drivers. In particular the proposals seek to respond to the objectives set out in the National Networks National Policy Statement (referred to as the 'NPS') and fully accord with the requirements and criteria for SRFI's defined in that Policy.

1.4 The OxSRFI Main Site is in a strategically attractive and significant location for distribution and logistics activity being located along the M40 between London and Birmingham and with the Chiltern Main Line – part of the strategic rail freight network – running adjacent to it. The OxSRFI location means it is within 4.5 hours of a large proportion of the UK population (75%), which is a key locational requirement for the logistics sector. The location is therefore well placed to expand the existing network of SRFIs, with good access to both Midlands and South-Eastern markets and distribution networks.

1.5 This Project Overview Document has been prepared to support the Stage 2 (statutory) public consultation process being held from 23rd September until 4th November 2025, and the intention is that reading this document alone will provide a good overview and summary of the proposals, explain the policy context for them, and set out the main elements and programme for the consultation process. The draft Non-Technical Summary provides a more in depth but non-technical overview of the draft Environmental Statement (ES), but this Project Overview Document also makes some reference to the emerging draft ES.

1.6 The draft assessment and other information from which this document is drawn remains in 'draft' with assessment work ongoing, and by definition may change prior to the application for a DCO being submitted, which is programmed for Q1 2026.

Therefore, there is the potential for changes as a result of the current Stage 2 public consultation, and ongoing engagement with a range of statutory and other consultees who are also reviewing and discussing components of the technical work.

1.7 The draft technical information provided as part of the Stage 2 public consultation is available via the project website (**www.oxsrfi.co.uk**), with draft copies of the following key documents: the SoCC, draft ES Non-Technical Summary, Project Overview Document, Guide to the Application, Parameters Plan, and Site Location Plan – located in Bicester Library and at the Cherwell District Council offices.

1.8 This Project Overview Document is structured as follows:

- Section 2 describes the OxSRFI site and its context, as well as providing an explanation about NSIPs and SRFIs
- Section 3 provides an overview of the main features of the policy and market context for the Proposed Development.
- Section 4 contains more information about the draft ES and other assessment work which is being consulted on for Stage 2 public consultation (as referred to above, the separate draft NTS may also be of interest for a summary of the emerging ES)
- Section 5 provides details about the Stage 2 public consultation process.

1.9 The different elements of the OxSRFI scheme referred to throughout the Project Overview Document are set out in the Glossary of Terms in **Appendix One** and are also shown on the draft Components Plan contained in **Appendix Two**.

2.0 DESCRIPTION OF THE SITE AND OxSRFI PROPOSALS

Site Location and Context

2.1 The Application Site consists of land necessary to deliver a Strategic Rail Freight Interchange together with the landscaping and highway works associated with the SRFI. The Site Location Plan can be found at **Appendix Three**.

2.2 The OxSRFI Main Site is located between the B430 to its east, the former Upper Heyford Airfield to its west, and it is immediately south of the Chiltern Main Line to the north. It is well defined by these existing urban features. The village of Ardley is located to the north of the Chiltern Main Line and is separated from the Main Site by intervening woodland and agricultural land. The village of Middleton Stoney lies approximately 1.5km to the south of the Main Site, separated by intervening agricultural land and associated landscape. The M40 Motorway runs nearby, to the east of the Main Site and the Town of Bicester lies to the east of the M40.

2.3 The area around the Main Site has and continues to evolve as new development takes place. The extensive former US Airforce base at Upper Heyford is being transformed into a new settlement, with extensive new housing, schools, shops and new business uses. There are proposals for further development including a new planning application for 9,000 new homes[1]. To the east of the Main Site and east of the B430 is the Viridor Ardley Energy Recovery Facility ("Viridor ERF"), as well as the Ardley Fields Household Waste and Recycling facility and Ardley Landfill Site. Further south of the waste facilities is the active 'Dewars Farm' minerals quarry (limestone and clay).

2.4 Bicester has experienced significant growth in recent years driven by the Bicester Garden Town project, which aims to build 13,000 new homes by 2032. A large portion of this growth is focused on the North West Bicester area, with plans for up to 6,000 new homes, (with a further 1,500 homes proposed in the Local Plan Review) as well as additional housing planned at South West Bicester and other strategic sites. There are commercial development proposals east of M40 J10, with a scheme being promoted by Albion land for logistics development. There are also 2 leisure schemes proposed, with the Great Wolf Water Park Resort gaining consent recently and a recently submitted planning application by Puy du Fou for a theme park.

2.5 The Main Site consists of agricultural land used for mixed arable and grazing purposes and includes the Ashgrove farmstead ("Ashgrove Farm") which comprises a number of farm buildings and residences, including a listed threshing barn. Currently within the Main Site is the Biffa operated 'In-Vessel Composting' (IVC) Facility which is an operational commercial food and garden waste composting facility. The commercial arrangements for the IVC Facility are that the lease ends in 2030 and the operator will vacate the site at that time. There is also an underground

[1] Cherwell planning application ref. 25/02190/HYBRID

reservoir in the south east part of the Main Site which will remain. In connection with the reservoir there are some substantial water mains.

Description of the Proposed Development

2.7 The main components of the Proposed Development are listed below. A more detailed description of each of the main components is then set out. These should be read in conjunction with the Parameters Plan (Document 2.5), Schedule 1 of the Draft Development Consent Order (Document 3.1) and the works plans and highway drawings submitted as part of the application for DCO. The main components are:

- An intermodal rail freight terminal, including rail connections and improvements to the Chiltern Main Line including works to Ardley Tunnel, rail sidings, container storage, HGV parking and associated buildings;
- Works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site.
- Up to 603,850 sqm (approx. 6.5 million square feet) of warehousing and ancillary buildings, plus up to 201,283 sqm of additional floorspace in the form of mezzanines.
- The retention, rejuvenation and re-use of Ashgrove Farm and associated buildings as part of a 'central hub' to provide estate management, training and communal facilities to serve the site;
- A secure, dedicated HGV Parking area including driver welfare facilities;
- New road infrastructure and works to the existing road network, including improvements to M40 J10 and junctions on the A43 provision of the principal site access and associated works on the B430, a bypass to the village of Ardley linking the site directly with M40 J10, a relief road around the north eastern side of the village of Middleton Stoney, a link road connecting the B430 to Camp Road, improvements to M40 J9 and other highway improvements at junctions on the local highway network and related traffic management measures. There also potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout;
- New and improved pedestrian and cycle infrastructure both on the Main Site and in the surrounding area connecting the Main Site to local communities;
- Demolition of existing structures and earthworks to create development areas, construct the rail freight terminal and connections to the Mainline and form landscape screen mounding;
- The retention of key landscape features together with new strategic landscaping, general planting and biodiversity enhancements.
- On and off site works associated with utilities including for foul drainage connections.

2.8 The number and precise location of the proposed buildings, and their detailed appearance, are not yet known or fixed. These details would be submitted for agreement with the Local Planning Authority in due course if a DCO is approved by the Secretary of State. However, key characteristics and details regarding the proposed buildings, including the maximum total floorspace, building heights and plateau levels, will be fixed as part of the application process, and defined on a 'Parameters Plan' (see **Appendix Four**). The Parameters Plan forms the basis of the ongoing Environmental Impact Assessment being reported through a draft ES.

2.9 The draft Illustrative Masterplan (see **Appendix Five**) shows one potential form of development which would be in accordance with the proposed parameters.

Aims and Objectives of the Proposal

2.10 The OxSRFI proposal seeks to respond to the increasing market demand for rail freight interchanges in the UK, and to the significant strength of the distribution and logistics sector along the M40 corridor. The proposals respond directly to the 'National Networks National Policy Statement' (NPS) – see Section 3 of this document – which recognises there is a 'compelling need' for a network of SRFIs across the country[2] to support economic and environmental objectives[3].

2.11 The OxSRFI scheme would provide rail served warehousing and freight interchange facilities at a strategic location on the national rail and road networks. It would provide the opportunity to increase the proportion of freight moved by rail which would deliver environmental and congestion benefits locally and across the wider region and beyond.

2.12 The proposals involve a commitment to the construction of significant infrastructure early in the development process, including the rail terminal and rail connections to the main line, highway works, earthworks and landscaping.

2.13 The J10 Highway Improvements would significantly improve what is currently a congested junction. The proposed improvement scheme would see both journey times and congestion improve in the future.

2.14 A package of other highways improvements would ensure that the anticipated changes to traffic would not have significant effects on nearby communities. A key focus has been the need to address potential traffic issues through the villages of Ardley and Middleton Stoney along the B430. Accordingly, the Proposed Development includes an Ardley Bypass, a Middleton Stoney Relief Road and Heyford Park Link Road which would remove significant levels of through traffic through the village centres. The scheme would also include local highways works to

[2] Paragraph 3.103 of the NPS (Department for Transport, 2024)
[3] Paragraphs 3.1 to 3.22 of the NPS (Department for Transport, 2024)

be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 west of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch, with potential works to Empire Road and B4030 roundabout.

2.15 The OxSRFI scheme will play a direct role in enabling the transition towards a more sustainable economy through enabling a further shift of freight from road to rail, which will help reduce the effect of transport and economic activity on climate change. In addition, the design approach for OxSRFI is based on key design principles focused on the creation of a high-quality built and natural environment for employees and visitors to the site, including delivering highly efficient buildings with minimised carbon footprints during both construction and in operation.

2.16 The OxSRFI scheme will deliver somewhere in the region of 9,600 jobs across a range of skills and qualifications. The estimated Gross Value Added (GVA) from the proposals is around £361 million per annum which represents a significant investment in the local economy. The construction process would also generate a mixture of temporary and permanent employment, over the construction period.

2.17 In summary, the objectives of the OxSRFI are to:

- Play a direct role in meeting the need for a network of SRFIs as defined by national policy in the NPS (see Section 3 of this Document);
- Respond to the market demands and opportunities for strategic distribution development along the M40 Corridor, and enable an increased shift towards rail freight;
- Contribute towards realising economic as well as environmental objectives at the local and national level through sustainable design, construction, and operational stages of the development;
- Deliver substantial transport infrastructure improvements (to both strategic and local infrastructure);
- Offer opportunities to attract new inward investment, business growth, and new employment in a key and growing economic sector.

Why is the OxSRFI a Nationally Significant Infrastructure Project (NSIP)?

2.18 Whether or not development is a “Nationally Significant Infrastructure Project” (NSIP) and needs a development consent through the Planning Act 2008 (“the Act”), rather than planning permission, depends upon whether or not development comes within the description of NSIPs set out in the Act.

2.19 Strategic Rail Freight Interchanges (‘SRFI’ or also referred to as ‘RFI’) are defined in Section 26 of the Act as nationally significant infrastructure projects if they meet certain criteria. The OxSRFI is an SRFI and meets the criteria set out, as follows:

- The Site must be at least 60 hectares in area.

- The SRFI must be capable of handling—
  - consignments of goods from more than one consignor and to more than one consignee, and
  - at least 4 goods trains per day.
- The SRFI must be part of the railway network in England.
- The SRFI must include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport.

2.20 As a transport NSIP the application is determined by the Secretary of State for Transport rather than by the local planning authority. The Planning Inspectorate will receive the application on behalf of the Secretary of State and will undertake a thorough examination process. As part of the examination, they will seek input from a range of consultees and other interested parties, including the local authority. On completion of the examination the Planning Inspectorate will issue a report and make a recommendation to the Secretary of State.

2.21 The Proposed Development also includes two highway NSIPS because elements of the Highway Works affect the strategic road network and meet the criteria for nationally significant highway works contained in section 22 of the Planning Act 2008. These NSIPs, along with the SRFI NSIP, will all be part of the same application process and are being the subject of a single environmental impact assessment process. If the application is approved, they will all be authorised by a single Development Consent Order.

2.22 Further details about the process are available at:
https://national-infrastructure-consenting.planninginspectorate.gov.uk/

What is a Strategic Rail Freight Interchange? Why do we need it?

2.23 In simple terms SRFIs operate like ports, with goods arriving and transferred from train to lorry, or vice versa, as part of the supply chain and distribution of freight and goods to, and within, the UK. The activity related to the movement of goods is often referred to as ‘distribution’ or ‘logistics’ and is an important economic sector and employer in its own right.

2.24 Distribution activity directly supports the economy at both the national and local levels and is a growing sector with increasing demand through the online retail market. government policy recognises its importance (see below regarding national policy) and the emphasis of government policy is on encouraging a shift of distribution activity from road to rail to both help deliver environmental improvements, such as air quality and climate change objectives, and to remove HGVs from the roads to help reduce congestion.

2.25 Goods and products are transported to and around the UK as part of retail and commercial supply chains and transactions on a constant basis, and an increasing use of on-line retailing forms part of often complex and extensive distribution networks. The move to online retail has accelerated since the Covid pandemic, further underlying the UK as one of the most mature markets for online retail in Europe. In this sense, the distribution sector is not only important to the economy, but also to the day to day lives of a large proportion of the UK population on a regular basis. Many household goods as well as many types of food and clothing arrive from overseas in containers at sea ports before then being transferred by train or lorry to freight interchanges or distribution hubs to continue their journey on to the end customer.

2.26 Some goods will come to an SRFI and be stored before being collected or sent somewhere else at a later date, while others will only be at the SRFI long enough to be moved from one vehicle to another before continuing their journey. Some goods might be processed or packaged at, or close to, an SRFI before being moved again. The freight and goods which will use OxSRFI could come from, or be sent to, destinations around the UK via the road and/or rail network, including via one of the UK's key sea ports, many of which are connected to the rail freight network.

SRFI Locational Requirements and the OxSRFI

2.27 In March 2024 the government updated the NPS – also see the 'Policy Context' in Section 3 below. The NPS sets the national vision and policy for the future development of nationally significant infrastructure projects on the national road and rail networks. The NPS recognises that there is a compelling need for an expanded network of SRFIs throughout the country and that the locations where SFRI's will be appropriate across the country will be limited. This is largely because SRFI's are required to have effective access to both the strategic rail and strategic road networks, as well as having access to the markets they will serve[4]. In part due to these and other functional requirements, including the defined minimum size of SRFIs (60 hectares) and typical need for 24-hour operations, the government recognises that SRFI's may need to be located in the countryside.[5]

2.28 Given the nature of the SRFIs, due to rail access requirements, there are relatively few locations which are sufficiently close to both road and rail networks while also being in locations where such development would be appropriate in terms of land-use planning and environmental considerations.

2.29 The proposed site is in an attractive and strategically significant location for distribution and logistics activity being located along the M40 between London and Birmingham and with the Chiltern Main Line – part of the strategic rail freight network

[4] Paragraph 3.103 of the NPS (Department for Transport, 2024)
[5] Paragraph 4.81 of the NPS (Department for Transport, 2024)

- running adjacent to it. The OxSRFI location means it is within 4.5 hours of a large proportion (around 75%) of the UK population. The location is therefore well placed to expand the existing network of SRFIs.

2.30 The OxLEP's (now Enterprise Oxfordshire) Local Industrial Strategy (August 2020) also notes that the logistics sector is key to supporting new jobs growth over the next decade and that improvements to the strategic rail network and other infrastructure projects will be vital for supporting the sub-regions growth and prosperity and increasing productivity.

2.31 In addition, the Applicant has undertaken a proportionate assessment of potential alternative sites which is set out in the Alternative Sites Assessment (ASA). The ASA demonstrates that there are currently no SRFIs along the M40 corridor, and none which serve Oxfordshire – an Oxfordshire SRFI would expand the existing network of SRFIs, fill an identified gap in the national network, meet the needs of existing and future businesses in Oxfordshire, and national logistics operations, seeking locations which can serve markets in both London and the Midlands.

2.32 The ASA concludes that after considering constraints such as environmental matters, planning policy, proximity to sensitive uses, and/or availability, there are no more suitable alternative sites when compared to the OxSRFI site from a planning and environmental perspective. The ASA therefore demonstrates that the OxSRFI site is the most preferable site for the delivery of an SRFI within an established Search Area along the M40 corridor.

3.0 SUMMARY OF THE POLICY CONTEXT

National Policy Statement

3.1 The NPS is explicitly intended to provide guidance for promoters of nationally significant infrastructure projects and forms the basis for the examination of NSIP projects and decisions by the Secretary of State. The NPS states that there is a presumption in favour of granting development consent for national networks NSIPs that fall within the need for infrastructure established in this NPS and which comply with the policies in this NPS.[6]

3.2 The NPS makes explicit references to SRFIs and their role in facilitating the movement of freight from road to rail. This is seen as central to government's vision for transport – indeed, the government has set a target of at least 75% growth in rail freight by 2050 and is committed to meeting this figure. To be able to successfully achieve that growth target, the right infrastructure needs to be in place, providing the necessary capacity and capability to support growth. SRFIs are crucial to rail freight growth[7].

3.3 The government's vision for transport is a net zero emissions sustainable transport system that improves journeys, decarbonises the network, meets the needs of freight and logistics at all links in the supply chain, drives growth and opportunity, and which boosts the health of the nation. The government therefore believes it is important to facilitate the development of the intermodal rail freight industry. The transfer of freight from road to rail has a part to play in a low carbon economy and in helping to meet net zero targets[8]. The environmental benefits of increased use of rail forms part of the justification for the general support for a policy of moving from road to rail.

3.4 The NPS identifies a range of drivers of 'need' for the development of national networks. This includes recognition of the 'costs', including economic costs, associated with poor road network performance due to congestion or other unexpected delays undermining reliability. Transport infrastructure is identified as a catalyst and key driver of growth that can deliver sustainable growth and support local and regional development plans and the growth aspirations of local authority areas. In that context, and with reference to the government's wider commitment to 'net zero' and other environmental considerations, the NPS identifies a compelling need for development of the strategic road and strategic rail networks, and SRFIs – both as individual networks and as a fully integrated system.[9]

[6] Paragraph 4.2 of the NPS (Department for Transport, 2024)
[7] Paragraph 3.99 of the NPS (Department for Transport, 2024)
[8] Paragraph 3.98 of the NPS (Department for Transport, 2024)
[9] Paragraph 3.22 of the NPS (Department for Transport, 2024)

3.5 In addition to the NPS, other national vision and strategy documents have been published by government which elaborate and clarify the priorities and objectives for development of rail freight in the UK, as set out below.

Future of Freight: a long term plan' (DfT, 2022)

3.6 The 'Future of Freight – A Long Term Plan' Report by DfT is relevant and considered material, with synergy between that and the NPS which refers to it frequently. The Executive Summary states:

> *"Freight and logistics has a key role to play in the delivery of a number of public policy outcomes. The sector can make a significant contribution to levelling up and strengthening the union as a geographically distributed employer supporting economic activity across the UK. And the sector is the gateway for UK plc to imports, exports and global markets"*

3.7 The report estimates that the freight and logistics sector contributes 10% of the UK non-financial business economy and £127 billion gross value added (GVA) through more than 200,000 enterprises.[10] It is clear on the importance of a strong sector to wider policy (economic and environmental) objectives, and recognises the role of rail in the complex supply chains within the logistics and distribution sector.

3.8 The Future of Freight identifies a range of proposed themes and actions at national and local levels, including in relation to such issues as planning, skills, and 'net zero'. It identifies a disconnect between the freight and logistics industry and planning processes, and a need to better communicate the needs of a changing and innovative sector, and identifies a goal of a planning system which *"fully recognises the needs of the freight and logistics sector now and in the future and empowers the relevant planning authority to plan for those needs."*[11]

Decarbonising Transport – A Better, Greener Britain (2021)

3.9 The 'Decarbonising Transport' document prepared by the DfT (2021) states a commitment by the government to: *"support and encourage modal shift of freight from road to more sustainable alternatives, such as rail…"* (p. 138)

3.10 The document goes on to state that: *"The modal shift of freight from road to rail would not only lead to a reduction in GHG levels, but also reduce congestion and noise pollution"* (p. 139)

[10] 'Future of Freight', DfT 2022, paragraph 1.4
[11] 'Future of Freight', page 9

Enterprise Oxfordshire

3.11 Enterprise Oxfordshire, previously known as the Oxfordshire Local Economic Partnership (OxLEP) has produced a Strategic Economic Plan (SEP) (2023) and states the following ambition for growth to 2033 in the county:

> *"By 2033, people and communities across Oxfordshire will be benefitting from new opportunities which are created sustainably through local enterprise and innovation. These will enhance further their wellbeing in an outstanding local environment. They will also underpin, complement and support a wider innovation ecosystem which will continue to be of global significance, transforming for the better the lives of people across the world."*

3.12 The OxLEP SEP also sets out the following four key objectives to deliver on their ambitions for the county:

- Enable Oxfordshire's businesses to thrive and encourage pervasive innovation.
- Widen access to current opportunities and equip people and places as jobs change over the next decade
- Secure resilient infrastructure for planned growth, consistent with Oxfordshire's commitment to net zero carbon by 2050.
- Ensure that Oxfordshire's places are sustainable and inclusive, and that local communities flourish.

The OxLEP's Local Industrial Strategy (August 2020) notes that the logistics sector is key to supporting new jobs growth over the next decade and that improvements to the strategic rail network and other infrastructure projects will be vital for supporting the sub-regions growth and prosperity and increasing productivity.

3.13 The OxLEP Delivery Plan (2021/22) states that over the last decade, OxLEP has overseen a £3.1bn growth programme for Oxfordshire and helped secure £1bn of direct investment.

4.0 LIKELY IMPACTS ASSOCIATED WITH THE OxSRFI SCHEME – SUMMARY OF KEY ISSUES

Explanation of the draft Environmental Statement (ES)

4.1 The Proposed Development will have a range of potential effects including economic and social effects as well as physical and environmental effects. As with any large development scheme, the Proposed Development will provide a mixture of potentially positive and adverse effects. Through a high-quality design, which considers the context of the Main Site and the impact of the proposals from the outset, and with the incorporation of mitigation measures or design features, many potentially adverse effects can be successfully minimised, or even eliminated altogether.

4.2 The final DCO application will be subject to an Environmental Impact Assessment (EIA). As part of that process an ES will be submitted alongside the application for development consent. The ES will ensure that decisions are taken having considered the likely significant effects. Government has also described the purpose of an EIA as a means of drawing together, in a systematic way, an assessment of a project's likely significant effects on the environment. This helps to ensure that the importance of the predicted effects, and the scope for reducing or mitigating them, are properly understood.

4.3 The EIA process is ongoing, but a draft ES has been prepared for the Stage 2 (statutory) public consultation period to help the public and others understand the likely impacts and effects of the proposal. An important component of the ES is explaining the ways in which the proposal has been designed or will be delivered in order to minimise, or mitigate, any likely negative effects, and to maximise any likely positive effects or benefits.

4.4 The draft ES chapters, presented as a 'Preliminary Environmental Information Report (PEIR)' for the consultation process, are subject to ongoing assessment work , which will be completed and finalised in due course. However, the draft ES is intended to help local residents and others understand the assessment work that has been undertaken to inform the draft scheme, and emerging information proposed mitigation measures, and likely effects on the environment where early draft conclusions are possible.

4.5 Work will continue on the ES following the Stage 2 (statutory) public consultation period, prior to the anticipated submission of the DCO application in Q1 2026.

Environmental Statement (ES) Topics

4.6 The draft ES comprises a number of themed chapters, each dealing with a different aspect of the proposals and its likely significant effects:

- Transport
- Air Quality (including Odour)

- Noise and Vibration
- Ecology (including Arboriculture)
- Landscape and Visual
- Lighting
- Water Environment (including Flood Risk, Drainage and Water Quality)
- Heritage (Built and Archaeology)
- Ground Conditions
- Socio-Economics
- Waste
- Agricultural Land
- Climate Change
- Cumulative Impacts.

4.7 While the draft ES itself will contain a full chapter on each of the above, the summary below contains the principal elements of the draft ES anticipated to be of most interest to the public.

Transport (draft ES Chapter 3)

4.8 The emerging transport strategy is being informed by an ongoing process which is being steered by a Transport Working Group (TWG) including National Highways, Oxfordshire County Council, Cherwell District Council, and the Applicant, which has been in place since 2020. Modelling is ongoing to inform a comprehensive Transport Assessment (TA) which will be an important part of the final submission, when complete.

4.9 Once fully operational the Proposed Development is forecast to generate up to 1000 car trips and 300 HGV trips during the morning and evening peak hours. To accommodate the traffic associated with the scheme the proposals will deliver significant investment and physical improvement to the highway network. The sections below summarise the main elements of the transport strategy and mitigation works.

4.10 The ongoing transport assessment work is informed by detailed modelling using an approved traffic model. The assessment work has identified capacity issues at Junction 10 of the M40 alongside traffic issues (partly caused by rat running) in the villages of Ardley and Middleton Stoney, and congestion at M40 Junction 9. Notwithstanding the highway improvements at M40 Junction 10 (Padbury Roundabout) that are currently being delivered, these issues are predicted to get worse because of the growth already planned around Bicester and other traffic growth.

4.11 A range of options for accessing the SRFI site and addressing the congestion issues have been considered and discussed with the TWG. The preferred approach (agreed in principle with the TWG) involves a combination of works at and around M40

Junction 10 and Junction 9 together with local road improvements around Ardley and Middleton Stoney, including Potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout (see Appendix Six for the draft Highways Works Overview Plan).

4.12 In terms of impacts, construction traffic will be managed to minimise disruption. Working hours will be restricted to daytime hours and all heavy vehicles will be required to travel to and from the north of the site via M40 Junction 10. The Ardley Bypass will be built early to minimise the need for heavy vehicles to travel on the B430 through Ardley, and construction vehicles will use the new bypass once it is built.

4.13 During operation, the traffic modelling shows that the proposed Highway Works will accommodate the increased traffic demand from the development. The Highway Works at M40 Junction 10 are shown to improve overall performance at the junction, even when other committed developments are included. The transport modelling also forecasts that traffic reassignment will occur, as drivers choose more efficient routes created by the new infrastructure and existing traffic is drawn back to the strategic and principal road network. This helps reduce congestion in sensitive areas like Middleton Stoney and Ardley.

4.14 Altogether, the OxSRFI scheme could remove over 53 million HGV miles per year, saving an estimated £61 million annually in environmental costs.

HGV Routing Strategy

4.15 An HGV Routing Strategy will require all HGV traffic to arrive and depart the Main Site to travel via M40 Junction 10 and the new Ardley Bypass. HGVs would be restricted from travelling to and from the south of the site on the B430. The HGV routeing strategy would be enforced through a combination of a physical height restriction (to prevent HGVs exiting the Main Site from turning south on the B430), paired with enforcement methodology, likely to be based on Automatic Number Plate Recognition (ANPR) cameras. Therefore, the OxSRFI would not increase HGV traffic flows on local roads to the south of the Main Site.

Sustainable Transport Strategy

4.16 The Proposed Development will provide the infrastructure measures that will directly support travel by sustainable transport modes. Some of these measures form part of the design of the OxSRFI scheme, with others to be secured through a Travel Plan or Section 106 obligation. The Sustainable Transport Strategy measures include:

- High quality, surfaced, and lit pedestrian and cycle connections within the Main Site.

- Secure, covered cycle parking and facilities at each unit to enable cycling (e.g. showers, lockers, changing facilities).
- Links with new and improved external pedestrian and cycle routes, including
- RoW to Heyford Park, Ardley, Middleton Stoney, and Bicester (see below).
- Fund new and enhanced bus services to and from Heyford Park, Bicester, and Banbury.
- New pedestrian and cycle facilities along the B430, Middleton Stoney Relief Road, and Heyford Park Link Road.
- Dedicated bus stops within the development, and on Heyford Park Link Road, with lighting, landscaping and shelter to create a pleasant waiting environment.
- A mobility hub at the northern end of the site, with a bus stop and secure covered cycle parking, to encourage trips to and from Ardley by sustainable modes.
- New off-site bus stops adjacent (on B430) to the Ardley Energy from Waste site and within Middleton Stoney.
- A bus gate at the Principal Site Access and Secondary Site Access.
- Designated priority car share bays at each of the warehouse units and Rail Terminal to encourage car sharing.
- Suitable taxi drop-off or waiting areas.
- Other active travel infrastructure provided as part of the Highway Works at and between M40 J10 and the A43 Baynard's Green junction.

Air Quality and Odour (draft ES Chapter 4)

4.17 An assessment of air quality effects from construction-phase vehicle movements on local sensitive receptors is currently being undertaken. During construction, the development has the potential to temporarily affect air quality via increased heavy-duty vehicle (HDV) movements on local roads, and dust emissions during demolition, earthworks and construction activities.

4.18 Mitigation measures will be secured in the phase specific Construction Environmental Management Plans (P-CEMPs) in accordance with the framework CEMP to minimise emissions during construction of the Proposed Development. With the implementation of many standard mitigation measures, including wheel washing, and materials (soil) management measures on-site the impact of construction-phase dust emissions is considered to be 'not significant' in accordance with relevant guidance.

4.19 During its operation, the development has the potential to affect local air quality through the generation of new / additional vehicle movements, amendments to road infrastructure and the redistribution of existing traffic, on the local road network. However, more widely the development will help reduce the reliance on road freight / HDV trips, therefore benefiting overall emission releases when compared to a development solely focused on road freight. However, detailed pollutant dispersion modelling is being undertaken at the local level to determine the development's

impacts on nitrogen dioxide and particulate matter concentrations. At this stage, information needed for the operational-phase road traffic emissions assessment is not available, but results and conclusions from this assessment will be presented in the final ES Chapter.

4.20 However, the proposals include a package of measures to minimise effects on local air quality. Many measures focus on transport as one of the main sources of pollutants, and include specific Travel Plan measures relating to use of public transport, walking and cycling, as well as enabling use of electric vehicles. The assessment includes consideration of any likely effects from the use of rail freight. The Proposed Development would not exceed any of the screening criteria detailed for rail locomotives and therefore the impacts on local air quality from rail emissions are considered to be 'negligible' and 'not significant'.

4.21 With regards to odour, an assessment is being undertaken to consider the odour impact of the required landfill excavation as part of the construction process. This is ongoing, and full details of this assessment will be provided in the ES Chapter, when finalised. However, any impacts would be temporary, and are likely to be geographically limited. The existing IVC facility is now set to cease operations fully in 2030, prior to the development's first occupation, so the IVC facility poses no odour risk to future land-uses on site.

4.22 Following the implementation of a package of measures to minimise effects on air quality, during the development's construction and operation, air quality impacts at existing sensitive receptors are expected to be reduced to 'not significant' levels.

Noise and Vibration (draft ES Chapter 5)

4.23 Baseline surveys show that a range of noise conditions currently exist in the areas around the Proposed Development. The existing noise environment at most locations is typically dominated by constant road traffic noise from the M40 motorway. Other noise sources in the area include local road traffic noise from the B430 and the B4030 as well as railway noise from the Chiltern Line. Any existing vibration effects are primarily associated with trains passing sensitive receptors that are close to the Chiltern railway lines.

4.24 The Proposed Development would change the noise environment to some extent through the expected increase of road and railway traffic, as well as introducing new sources of noise associated with the operation of the SRFI. There would also be a change in vibration from the additional trains serving the operational SRFI in the areas close to the railway lines, as well as temporary sources of noise and vibration during the construction process.

4.25 Expected levels of noise and vibration have been predicted at sensitive receptors around the Proposed Main Development Site and associated highways works, and

adjacent to the relevant roads and sections of railway line due to changes in traffic. Using the results, the associated potential impacts and effects are being reviewed.

4.26 The assessment shows there would be no adverse effects at nearby receptors due to noise from the construction works associated with the Proposed Development. For a small number of locations, temporary adverse effects have been predicted, mainly at properties closest to the site during the earthwork's construction activity. To manage the impacts at these locations; Best Practicable Means would be used to mitigate and minimise the effects, secured through a construction environmental management plan (CEMP).

4.27 The change in the number of freight trains expected to use the Chiltern Main Line from operation of the proposed Rail Terminal has been found to be unlikely to result in any significant adverse noise impacts. A small number of properties might experience an adverse noise impact at night associated with increases in railway noise. With regards to the potential rail vibration impacts no significant or adverse effects are likely.

4.28 The expected change in road traffic noise at the relevant receptors is ongoing, and the conclusions of this assessment will be presented in the final ES. However, based on the ongoing assessment undertaken to date, no significant adverse effects have been predicted as a result of sound from operational activities taking place at the Proposed Development. Some adverse impacts have been predicted at receptors closest to the Rail Terminal, but the design proposed includes landscape bunds to the north of the side with an acoustic barrier extending the height and bunding along the rest of the boundary of the Main Site to help mitigate and minimise the impacts by screening the associated operational sources from the nearby receptors. Impacts are therefore expected to remain at acceptable, and at less than significant levels.

Ecology (including Arboriculture) (draft ES Chapter 6)

4.29 The majority of the Application Site comprises arable land that supports very limited botanical diversity and improved and species-poor semi-improved grassland field compartments bound by field perimeter hedgerows and trees. These habitats are common locally and the case of the dominant arable habitat supports very little biodiversity. Habitats of greater interest include woodland stands, brook corridors, native grassland and hedgerows that cumulatively support a number of notable species including bats, amphibians, reptiles, badger, hedgehog, and bird species including several declining farmland specialists.

4.30 The Application Site has some direct interactions with designated ecological sites. The site includes a small part of the adjoining Ardley Cutting and Quarry SSSI, a site of national importance designated for its geological interest and for supporting calcareous grassland and woodland habitats, great crested newt and a notable invertebrate assemblage. A detailed botanical survey has been completed of those parts of the SSSI that lie within and adjacent to the Application Site.

4.31 Ardley Road Verge Nature Reserve DWS lies partially within the Application Site adjacent to the B430. The Application Site also largely overlaps the Ardley & Heyford Conservation Target Area which identifies the site as somewhere where targeted conservation action will have notable benefit. Other sites of ecological value present within the local and wider area comprise a mix of Local and District Wildlife Sites and ancient woodland stands.

4.32 In terms of watercourses, the Gagle Brook is considered to be of County level importance to nature conservation, and the remaining on-site watercourse sections local level importance. The Proposed Development would retain much of this corridor and the associated trees and other habitats.

4.33 A total of 266 individual trees, 139 groups of trees and five woodlands are present within the Application Site. The majority of trees are associated with hedgerows and are in variable condition as is typical of trees associated with farmland. The majority of the individual trees (226 of 266), four woodlands, and most groups of trees (146) were recorded as being of within Categories B and C of the national definitions set out in BS5837. Only six individual trees and one woodland was recorded as being of high arboricultural quality and within Category A. The remainder were Category U. Although the mature trees do add to the structural diversity of the habitats with which they are associated, in their own right they represent a common and widespread habitat and are of no more than local level importance. The semi-natural woodlands are of local to County value.

4.34 The Application Site encompasses a total of c.80 hedgerows or sections thereof. The majority are entirely comprised of native species with most dominated by hawthorn, with other species such as field maple, beech, blackthorn and elder also regularly occurring. Approximately one-quarter of these hedgerows are considered species rich. Overall, the hedgerow resource on-site is considered to have local to county level ecological importance.

4.35 In addition to retaining existing trees and hedgerows where possible within the Application Site, the Proposed Development would see significant new habitat creation which follows the strategy of delivering a 10% biodiversity net gain (BNG) compared to the existing ecological baseline, as determined using the Defra Statutory BNG metric. The new habitat creation would include:

- Approximately 56ha of new native woodland, 7.6ha new scrub, 1.9ha new tree planting and 0.28ha orchard planting, significantly in excess of the existing trees/ woodland to be lost. Equates to in excess of 150,000 new native trees and other plants;
- In excess of 13km of new native and species rich hedgerows – equates to over 50,000 new native plants

- Over 110ha of native species grassland, comprising a mix of calcareous grassland, lowland meadow, and neutral grassland – significantly in excess of the area to be lost
- Over 6ha of wetland and waterside habitats including sustainable drainage basins and swales designed and managed for biodiversity benefit
- Extensive new off-road footways/ cycleways/ bridleways – connecting up and extending existing surrounding routes – including circuitous trails

4.36 The new and retained habitats will be incorporated into the significant on-site green infrastructure and landscaping within the scheme, much of which also forms part of the visual screening of the proposed buildings and infrastructure. The new and retained habitats will benefit a wide range of local wildlife including protected species such as bats, great crested newts, reptiles and a wide range of local bird species, and will also help ensure a high-quality environment for employees and visitors to the site, and the extensive 'green infrastructure' provided will include walking and cycling routes for employees and other visitors to the site.

4.37 Mitigation to be provided in addition to the soft landscaping will comprise a combination of precautionary working procedures (including as specified within Natural England licences and also best practice working methods as detailed within the CEMP), the use of appropriate fencing to protect retained habitats, translocating priority habitats and associated soils to permanent receptor sites within the green infrastructure (calcareous grassland, important hedgerows, and individual notable plants if present), and provisions for target notable fauna including bird boxes, bat boxes, artificial badger setts, installation of culverts under roads to provide safe passage, the long-term management of an area of seed-bearing crop and provision of alternative winter foraging opportunities for corn bunting and other farmland specialist bird species.

4.38 Given the implementation of the above, in conjunction with long-term sensitive habitat management for the benefit of biodiversity, no significant adverse effects on features/species of ecological importance are anticipated, and several permanent, not significant positive effects are predicted.

Landscape & Visual Effects (draft ES Chapter 7)

4.39 There are no designations of landscape value that are applicable to the site or its immediate context, such as National Parks, AONB`s (also now referred to as National Landscapes) or Special Landscape Areas.

4.40 The topography of the Main Site generally falls from north to south and also from east to west. With new perimeter mounding as part of the proposals, the natural topography and emerging landscaping scheme will provide the opportunity to substantially screen the development and minimise any landscape and visual impacts upon the surrounding settlements and areas. The draft strategy maximises

the opportunities afforded by existing features on the ground and the site's topographical characteristics to deliver a suitably strong landscape boundary to the west, south and north in particular. Therefore, while the Proposed Development will result in permanent change to the existing landscape, the effects will be minimised, and both landscape and visual effects will reduce over-time as the new landscaping matures.

4.41 The Draft Illustrative Masterplan (see **Appendix Five**) provides the parameters for the draft strategy to the landscape layout and design of the scheme. The core principles of the approach to the draft landscape strategy include:

- The provision of over 50% of land on the Main Site dedicated to landscape and habitat related proposals;
- Conserved mature wooded areas, trees and habitats, particularly along the central watercourse and around the perimeter of the Main Site. This conserved existing planting and habitats will be appropriately and actively managed for arboricultural and biodiversity benefits.
- A mix of new native woodland, trees, hedgerows, scrub and open calcareous and conservation grassland habitats, extending around the built development zones. This will encompass broad landscape swathes to all sides of the Main Site and alongside all new highways and junction areas.
- Perimeter strategic mounding, also extending around all sides and aspects of the Main Site. Bund heights vary but are up to 8.5m to 10m high and 75m to 100m wide in places. In conjunction with the conserved trees and planting and new woodland, scrub and other planting, this proposed mounding and planting will provide mitigation and visual screening to views from all directions around the Main Site.
- Sustainable drainage ponds/ swales and other measures sited in the broad landscape areas and also within the main development areas. In addition to satisfying drainage requirements, these will be designed for landscape, amenity and biodiversity benefits, with other surrounding habitats including open conservation grassland and scrub.
- New public access routes providing a variety of multi-user routes and opportunities within and around the Main Site. This will include circuitous loops around the perimeter landscape and GI areas, and connections to and extensions of existing routes and RoW within the immediate context of the Application Site.

4.42 In terms of effects, at the local level, the effects will vary on different receptors at different stages of the development process. The scheme will include a range of mitigation measures, many of which are incorporated or embedded into the scheme design and layout. These include siting and heights of the Proposed Development, as well as the earthworks and ground modelling proposed, as summarised above.

4.43 Construction effects, which are temporary, will be minimised through best practice measures relating to the management of site activities. This will include protection of retained trees and woodland areas through the construction process, and the phased but early delivery of the outer landscaping and earthwork bunds. Also, temporary screen fencing where relevant will be used.

4.44 Once the Proposed Development is operational the residual landscape and visual effects will reduce over time as the landscaping matures and this will be managed and maintained over the longer-term.

Lighting (draft ES Chapter 8)

4.45 The lighting assessment considers the baseline 'environmental zone' (which is a classification based on its existing light levels and sensitivity to light pollution), within which the Application Site sits. Within the OxSRFI site and its vicinity that there is a broad mixture of commercial uses, rural settlements, urban settlements and agricultures land. With the agricultural land making up the majority of this mix. As a result, the study area can be defined as an 'E2' (rural) environmental zone, with smaller pockets of E3 (suburban). The assessing of lighting affects has been done against the requirements of an E2 environmental zone, and this approach has been agreed with the Cherwell District Council Environmental Protection Team.

4.46 The OxSRFI scheme includes a lighting strategy which has been designed to prevent glare and light spill to locations off-site, including upward light that can contribute to sky glow. The landscaping and earthworks strategy will also screen much of the lighting on the Application Site from being directly visible from outside the site boundaries and so also forms part of the mitigation for lighting.

4.47 The lighting assessment acknowledges that the lighting baseline within the Application Site will change as a result of the Proposed Development, but sets out that due to the lighting strategy during the construction and operation phases, no effects of lighting are assessed as being significant and will comply with the requirements of an E2 environmental zone, and the relevant guidance. In addition, although there will be a change to the lighting baseline in the wider area if all or some of the cumulative sites are constructed, this change will not result in a change to the environmental zone of the lighting study area from E2 (rural) to E3 (suburban).

Water Environment (draft ES Chapter 9)

4.48 The draft assessment considers both flood-risk and water quality issues. In terms of flood-risk, the Environment Agency (EA) Flood Map for Planning shows the majority of the Main Site lies within Flood Zone 1 (low probability of flooding). There are some areas of Flood Zone 2 and 3 (medium and high probability of flooding) associated with Ashgrove Brook downstream of Camp Road. The J10 Highways Improvement

Works crosses through areas of Flood Zone 2 and 3 associated with the Padbury Brook.

4.49 In terms of baseline water quality, currently the Langford Brook (Bicester to Ray including Gagle Brook) catchment has an overall water body quality classification of 'Poor' (2022), with an ecological status of 'Poor' and a 'Fail' chemical status. The Padbury Brook catchment has an overall water body quality classification of 'Moderate' (2022), with an ecological status of 'Moderate' and a 'Fail' chemical status. Agricultural and rural land management and pollution from the water industry are the key issues preventing improvement in status.

4.50 Bespoke hydraulic modelling undertaken to support the DCO application shows that in the upper reaches of the Ashgrove Brook, flows overtop the left bank during all modelled flood events and the Gagle Brook largely remains in channel during all modelled events.

4.51 The following mitigation measures are inherently embedded within the design of the Proposed Development:

- Provision of Sustainable Drainage Systems (SuDS) and drainage attenuation features, informed by a Drainage Strategy and Sustainable Drainage Statement.
- Diversion of the existing sewers that feed into the Ashgrove Brook and its tributary to maintain the flow route
- Typical best practice measures included as part of the Construction and Environmental Management Plan (CEMP).

4.52 The embedded mitigation measures in the form of the CEMP mean that the otherwise likely potential construction risks would have a neutral or slight adverse effect, which is not significant.

4.53 Once operational, the Proposed Development would have the following potential effects:

- Introduction of a significant area of impermeable surfaces onto previously undeveloped land. This has the potential to reduce infiltration as well as increase flows into receiving watercourses which could cause an increase in flood risk.
- Pollutants associated with run-off from the Main Site, Ardley Bypass, Heyford Park Link Road and the Middleton Stoney Relief Road have the potential to effect detrimentally upon the quality of water. Contamination is most likely to be caused by increased vehicle usage.

4.54 The embedded mitigation measures in the form of the Drainage Strategy and diversion of the existing sewers mean that these operational risks would have a neutral or slight adverse effect only.

4.55 Increased foul water flows are likely to the local foul water network because of the Proposed Development. Additional mitigation is proposed to counter this potentially moderate adverse effect and involves a deliverable foul water drainage scheme to an agreed point of connection that has been confirmed as achievable by Thames Water, with upgrades provided by TW within their wider network. Following this additional mitigation, the effect of the operational phase of the Proposed Development on foul water is neutral or slight adverse which is not significant.

4.56 The minor nature of the highways works mean they will have negligible impact on flood risk and water quality which is not significant.

4.57 Overall, the potential effects on the water environment from the construction and operational phases are assessed to be negligible to minor adverse following the implementation of appropriate mitigation measures, which is not significant.

Heritage & Archaeology (draft ES Chapter 10)

4.58 There is one designated heritage asset, a Grade II listed Threshing Barn, on the Main Site and the proposals include the retention and rejuvenation of the barn as part of a 'Central Hub' area, for shared and communal facilities which would be for use by employees. The OxSRFI seeks to preserve the immediate setting of the Barn through the retention of the surrounding farmstead which provides the greatest contribution to the significance of the barn. This would include the retention of the farm courtyard and surrounding buildings such as the cowhouse, farmhouse and stables (see **Appendix Seven** for the draft Central Hub Illustrative Masterplan).

4.59 There are a number of Scheduled Monuments, Listed Buildings, Conservation Areas, and a Registered Park and Garden in the wider local area. A Built Heritage Statement has been prepared to understand the impacts of the Proposed Development on nearby built heritage assets, but it concludes the proposals have a limited relationship with off-site listed buildings or other heritage features.

4.60 Further to consultation with Historic England and the County Conservation Officer, the bund at the end of the Heyford Park Airbase has been reduced to a half height to help to preserve the historical context of the runway.

4.61 Archaeological investigations, including geophysical survey and evaluation trenching are all nearly concluded across the Application Site.All archaeological work has been undertaken by qualified archaeologists and in close liaison with the County Council Archaeology team. The results of the surveys demonstrate the presence of some late Prehistoric and Roman activity and the assessment work concludes that with

mitigation (excavation, recording and reporting), there will be no significant effects from the Proposed Development.

Ground Conditions (draft ES Chapter 11)

4.62 The OxSRFI site primarily consists of agricultural land with some historical industrial use, including a former landfill (Ardley Landfill) and a composting facility. The underlying geology is predominantly White Limestone Formation, with some localised areas of Rutland and Forest Marble Formations.

4.63 Ground investigations confirmed the presence of limestone and minimal contamination in most areas. Ground investigations identified limited contamination, primarily associated with the former landfill. Hazardous ground gases such as methane and carbon dioxide were detected in the landfill area, necessitating mitigation measures. The rest of the site showed very low risk of ground gas accumulation.

4.64 The Main Site contains significant limestone mineral resources, but current demand is met by nearby active quarries. Excavated materials will be reused on-site, limiting the demand on local resources and transport links.

4.65 Ardley Cutting and Quarry is designated as a Site of Special Scientific Interest (SSSI) for its nationally important exposures of Jurassic rocks. The Proposed Development will affect only the northern boundary of the site, where new rail connections are planned. This will require excavation of existing rock faces located within a railway cutting, which are currently not publicly accessible.

4.66 Ardley Trackways SSSI is located to the north-west of the site and is designated for its paleontological significance, particularly the presence of dinosaur footprints in Jurassic limestone. While the development does not directly affect the SSSI, there is a very low possibility that further dinosaur fossils may be present in the limestone underlying the site.

4.67 In terms of mitigation, the following measures are included as part of the Proposed Development:

- A Construction Environmental Management Plan (CEMP) – this would include an Earthworks Strategy (which sets out a cut and fill balance), a Remediation Strategy, and management of Asbestos;
- Any previously unforeseen contaminated soils treated as part of the Earthworks Strategy;
- Design Measures including fuel storage bunding, gas protection measures, retention and new exposure of Jurassic rock faces, geotechnical design for slopes and retaining structures near rail and road assets.

4.68 Ongoing mitigation post-construction will include gas protection in buildings, landfill monitoring, and appropriate health and safety protocols.

4.69 The Proposed Development is expected to have minor or negligible adverse effects on ground conditions, provided that the recommended mitigation measures are implemented. The reuse of site materials and careful management of landfill areas will contribute to a safe and sustainable development.

Socio-Economic (including Health) (draft ES Chapter 12)

4.70 The OxSRFI scheme will deliver significant socio-economic benefits within the local and sub-region. Using standard employment densities, and experiences of similar schemes elsewhere, the Proposed Development is expected to accommodate somewhere in the region of 9,600 jobs once operational. This estimate of employment is generated using national standard job density data published by the Homes & Communities Agency (HCA) which suggests the site will deliver an average of one job per 77 sqm.

4.71 A range of new job types will be created, covering a wide range of skills and qualifications, and using experience and data from other similar sites it is possible to estimate an approximate mix of job types. Based on trends in the distribution sector, around a quarter of jobs will be defined as 'highly skilled', with a similar amount classed as 'low skilled', and the remainder (approximately half) 'middle skilled'. The typical breakdown of jobs in this sector would generally include:

- 8% driving roles;
- 25% in office based roles including Information Technology, customer service, sales, and engineering support;
- 12% in managerial roles;
- 6% other roles.

4.72 Typically, around 80% of all jobs would be full-time, with the remaining 20% part-time, and there would be a mixture of shift based as well as standard hours jobs. The assessment of economic benefits is based on an area derived from Census data regarding travel to work patterns. The employment and economic impacts of the scheme are likely to be focused on Oxfordshire, particularly the area around Bicester.

4.73 Gross Value Added (GVA) as a measure of economic value from the proposals is estimated to be around £361 million per annum. That represents a significant investment in the local economy and is in addition to the capital costs of development which are likely to be c.£1bn. The construction process would also generate a mixture of temporary and permanent employment, over the construction period.

4.74 In terms of health, a Health Impact Assessment has been prepared which is appended to this chapter and provides further details on the health impacts of the Proposed Development. It provides a baseline of the health and wellbeing of the local population together with an assessment of the potential impacts of the proposed Development when considering a range of health determinants. The assessment is based on the Oxfordshire Health Impact Assessment Toolkit and takes into consideration other planning submission documents in order to assess potential negative or positive impacts. Taking into consideration the existing health and wellbeing of the local area, when considering the above determinants, the impact of the Proposed Development on Health and Wellbeing is assessed as Moderate Beneficial (significant) and long term.

Waste & Materials (draft ES Chapter 13)

4.75 During construction, large volumes of material would be excavated however the vast majority is expected to be suitable for reuse on-site. Demolition works would be required as part of the Main Site preparation works, including demolition of the ICV facility, small parts of Ashgrove Farm and existing roads/hardstanding. A high proportion of this demolition and site clearance material is expected to be suitable for reuse and recycling on site. Where necessary these materials would be suitably processed to meet specification requirements.

4.76 The Proposed Development will seek to utilise as much excavated soil sourced from within the Main Site as possible. The Proposed Development has set out to achieve a cut and fill balance within the Application Site boundaries with the exception of the excavation material arising from the boundary of the Ardley Landfill. It is currently proposed that landfill waste excavated from Ardley Landfill where the rail alignment intersects the landfill area, will be placed on top of the existing Ardley Landfill.

4.77 Material generated by the Proposed Development which is unable to be re-used (either due to no demand for the material on other sites or due to unexpected contamination) will be disposed of off-site at a suitable permitted facility. The quantity of expected waste is not expected to give rise to significant effects.

4.78 The exact source of materials required for the construction of the Proposed Development cannot be defined at this stage. However, materials for construction would be sourced locally where practicable by the contractor. Given the Application Site's proximity to identified reserves of construction materials and expected construction waste types and volumes, the impact from aggregate extraction is not expected to give rise to significant effects.

4.79 Once operational, waste is expected to be generated from the logistics operations only. Beyond negligible levels of waste generated from the Terminal office buildings, the Rail Terminal is not expected to generate waste through its operation or maintenance. The replacement of rails on sidings will occur at a frequency greater

than 50 years and it is assumed that rails are recycled and ballast is cleaned and reused. Waste generation and material use during the operation of the Proposed Development, are not expected to give rise to significant effects.

4.80 The main mitigation measure relating to this topic, is the development and implementation of a Construction Environmental Management Plan (CEMP) which will includes measures to manage dust, spillages, and risk-specific methods.

4.81 A Site Waste Management Plan (SWMP) will also be developed and updated regularly in order to identify the likely quantities of construction, demolition and excavation waste to be generated and how these wastes can be reduced, managed and disposed of. The SWMP will contain a Materials Management Plan (MMP) which would set out how all construction phase materials are managed.

4.82 With mitigation measures in place, no significant effects on materials and waste are anticipated.

Agricultural Land & Soils (draft ES Chapter 14)

4.83 The draft ES Chapter assesses the potential impacts of the Proposed Development on two sensitive receptors: soil resources and agricultural land quality.

4.84 Baseline information was collected through a combination of desk study and field survey. The Application Site comprises a mix of permeable moderate to shallow heavy soils over limestone and heavy slowly permeable soils. The permeable soils of moderate depth over limestone are of best and most versatile (BMV) Subgrade 3a quality (38.2 ha), however the majority of the OxSRFI scheme comprises shallower soils and soils with impeded drainage which is of a poorer quality (Subgrade 3b quality (282.4 ha)), with 106.8 ha estimated at subgrade 3a/3b and 19.3 ha not agricultural land.

4.85 The Proposed Development could result in the loss of all topsoils during construction works and the compaction of >10% of the subsoils within the Application Site. This is a potential major adverse effect.

4.86 Mitigation for potential loss or damage to soil resources is available in the form of a site specific Soil Management Plan (SMP) in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. The SMP will help to protect all soil resources preserving them for reuse in landscaping on site. This reduces the effect on soil resources to negligible.

Climate Change (draft ES Chapter 15)

4.87 The ongoing assessment considers the potential effects of climate change on the Proposed Development, and the potential effect of the Proposed Development on

climate change. There is significant overlap with the assessment with regard to flood-risk where climate change is also directly relevant. The assessment includes an assessment of the Greenhouse Gas (GHG) emissions associated with the construction and operational phases, and identifies measures to reduce these.

4.88 Embedded mitigation measures attributed to the construction phase of the Proposed Development include best working practices defined through a Construction Environmental Management Plan (CEMP). These will ensure that, where possible, construction activities generating GHG emissions are undertaken efficiently to minimise emissions.

4.89 Embedded mitigation measures attributed to the operational phase of the Proposed Development encompass measures to reduce the operational energy consumption, such as improved energy efficiency, and the inclusion of low and zero carbon technologies (such as air source heat pumps and solar PV). Electric vehicle charging spaces will be provided (covering 20% of car parking spaces) to support road-user emissions reductions. Woodland planting is incorporated through the landscape design, which would enable carbon to be captured over the Proposed Development's lifetime as the woodland matures.

4.90 With regards to climate resilience and adaptation, design measures have been embedded to enhance the Proposed Development's resilience to extreme weather events and heightened temperatures. Additional mitigation measures for the construction phase of the Proposed Development include the commitment to strive to reduce embodied carbon in construction, primarily through reduced material use and the specification of lower carbon materials, Full details of the strategy to reduce emissions are set out in a Carbon Management Plan.

4.91 Additional mitigation measures for the operational phase of the Proposed Development include improved accessibility of the Proposed Development by measures set out in the Framework Travel Plan and Public Transport Strategy). In addition, the Carbon Management Plan details further opportunities to reduce operational GHG emissions.

4.92 Therefore, the impact of the Proposed Development on climate change for both the construction and operational phases, in addition to the whole lifetime, has been assessed to result in minor adverse effects, which are not significant.

4.93 A climate change risk assessment, identifying hazards, potential impacts and their likelihood and consequence, has been undertaken for the Proposed Development's operation. Owing to the good practice design measures that will be incorporated into the Proposed Development, all effects were determined to be negligible and therefore not significant in EIA terms.

5.0 CONSULTATION ISSUES AND PROCESS, CONSULTATION PROGRAMME, AND PROJECT CONTACTS

Evolution and responses to consultation

5.1 The OxSRFI proposals have been evolving since initial design work began in 2018, and dialogue with key bodies started in 2019/20, including Network Rail and National Highways, as well as the local authorities. This dialogue has remained ongoing alongside additional consultation with other consultees including Historic England and Thames Water.

5.2 In addition to the above consultation and engagement, the Applicant has undertaken one 'formal' round of consultation – this is referred as the Stage 1 (Non-Statutory) Consultation was held from 9 May 2022 until 4 July 2022.

5.3 This 'Stage 1' consultation included four public exhibitions and two webinar sessions all held in May 2022, with one additional exhibition in June 2022. Key messages received from this process have helped inform the design and detail of the Proposed Development at the Stage 2 Consultation, and informed the continued evolution of the proposals alongside ongoing technical and environmental assessment work at that time.

5.4 Examples of this evolution includes:

- Removal of the bus gate on the B4030 north-east of Middleton Stoney.
- Additional bunding to the south of the Heyford Park Link Road to further minimise views from the south of the site and provide a more pleasant route along the Link Road to Heyford Park.
- Amending bunding to half heights on the north east of the former Heyford Park Airbase to preserve the historical context of the runway.
- Additional areas dedicated to ecology and green infrastructure to strengthen the overall provision of biodiversity net gain from the scheme.
- Coordinated highways works with other development in the M40 J10 area.
- Further improvements to the pedestrian and cycle arrangements, particularly in respect of connections to Bicester.
- Removal of the IVC facility from the scheme.

Stage 2 (statutory) public consultation information

5.5 The Applicant has prepared an updated Statement of Community Consultation (SoCC), with input from the local authorities of Cherwell District Council and Oxfordshire County Council. The SoCC explains the ways in which we will consult with the public and is available via the project website.

5.6 The documents being consulted on as part of the Stage 2 (statutory) public consultation are set out in **Appendix Eight** and are also available to view on the project website.

5.7 The Stage 2 (non-statutory) consultation in-person exhibitions and online webinars are being held in October 2025. During the period from 23rd September to 4th November 2025 comments can be made via the following methods:

- At the consultation exhibitions:
  - Wednesday 1st October (1.30-7.30pm) – Middleton Stoney Village Hall
  - Friday 3rd October (1.30-7.30pm) – Heyford Park Chapel
  - Saturday 11th October (12noon-5pm) – Ardley with Fewcott Village Hall
  - Thursday 16th October (1.30-7.30pm) – Bicester Hotel, Golf and Spa
- On the webinars via zoom:
  - Tuesday 7th October – 7-8pm
  - Tuesday 14th October – 7-8pm
- By hand (or post – see below) via a printed comments form available at the public exhibitions;
- Online via the comments form on the project website: **https://oxsrfi.co.uk/**
- By email: **consultation@oxsrfi.co.uk**
- By telephone using a project phone line (charged at standard landline rates): **01865 989650**
- By post to: '**Freepost OxSRFI**'

5.8 In addition to the exhibitions referred to above, hard copies of the following documents: the SoCC, draft ES Non-Technical Summary, Project Overview Document, Guide to the Application, Parameters Plan, and Site Location Plan – can be viewed at the following locations over the same consultation period:

Cherwell District Council	**Bicester Library**
39 Castle Quay	Bicester Library Franklins
Banbury	House Wesley Lane
OX16 5FD	Bicester OX26 6JU

5.9 USB sticks are also being provided to many Parish Councils containing draft application documents and plans.

5.10 In addition, if requested, consultation documents can be provided by the Applicant via a suitable file sharing website link, such as WeTransfer. The SoCC sets out details of provision made where additional assistance is required to access consultation materials.

5.11 The Stage 2 (statutory) public consultation material includes a draft Consultation Report which details the consultation process prior to the Stage 2 consultation process. The DCO application to the Planning Inspectorate will include a full Consultation Report which will provide a description of the range of consultation and

engagement activity throughout the evolution of the whole project. This will include a full and detailed description of the Stage 2 (statutory) consultation and engagement, including a summary of issues raised by local people and other consultees, and the Applicants responses to them.

5.12 The expectation is that the application will be submitted in Q1 2026.

Appendix One: Glossary of terms describing the scheme

Development Element	Description
Application Site	the land encompassed within a red line boundary being all the land affected by the proposals to be described as the "Order Limits". This is the maximum extent of the land likely to be affected by the Proposed Development and will be reviewed as the scheme proceeds through consultation and engagement with stakeholders.
Ardley Bypass	a bypass to the east of the village of Ardley, including realignment of Ardley Road and associated works to footpaths and bridleways.
Ardley Tunnel Works	works to provide W8 gauge through the tunnel
Ashgrove Cottages	the retention of the existing cottages and their re-use for rail and estate management and other facilities
Central Hub	the development within the central part of the Main Site, centered around the listed building, which is to be used for a potential range of estate management and other facilities for workers and visitors on the Main Site
Foul Drainage Outfall	the provision of foul drainage outfalls to Bicester and potentially to Ardley
Heyford Park Link Road (HPLR)	the length of new road between the B430 and Heyford Park including the Secondary Access.
Highway Works	the J9 Highway Improvements, J10 Highway Improvements, Ardley Bypass, Principal Access, Middleton Stoney Relief Road, Heyford Park Link Road, Secondary Access, Other Local Highway Works and Active Travel Works.[12].
J9 Highway Improvements	the highway works to be carried out in connection with the improvement of J9 of the M40 motorway.
J10 Highway Improvements	the highway works to be carried out in connection with the improvement of J10 of the M40 motorway, including works to the A43 Baynard's Green roundabout and associated works to the local road network.
Landfill	the area adjacent to the Chiltern Main Line Railway which will include highways works, an opening to allow a rail connection into the Main Site and the relocation of landfill material.
Main Site	the area to be occupied principally by the Rail Terminal, the rail served warehousing and the Central Hub, incorporating rail connections from the Chiltern Main Line.
Middleton Stoney Relief Road (MSRR)	a relief road to the north east of the village of Middleton Stoney linking the B4030 to the B430.
Order Limits	this is the maximum extent of the land likely to be affected by the Proposed Development and will be reviewed as the scheme proceeds through consultation and engagement with stakeholders
Other Local Highway Works	the highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 west of the Main Site, Quarry Cottages, Middleton Stoney Crossroads, Aves Ditch and potential works to Empire Road and the B4030

[12] The final list of off-site highways works will be confirmed through to highways modelling.

Principal Access	the principal access to the Main Site from the B430.
Proposed Development	the entirety of the development for which approval is sought.
Rail Terminal	the terminal which deals with the transfer of containers from rail to HGV and vice versa.
Secondary Access	the secondary access to the Main Site for buses, emergency vehicles and pedestrians/cyclists only from the Heyford Park Link Road.
SRFI	the Strategic Rail Freight Interchange terminal

Appendix Two: Draft Components Plan

Ardley ERF, Middleton Stoney Road, Ardley, OX27 7AA
T: 01823 721400 www.viridor.co.uk

06/02/2026

Oxfordshire Railfreight Limited,
2nd Floor Gaspé House,
66-72 Esplanade,
St Helier,
Jersey,
JE1 1GH

Dear Sir/Madam

We write in response to your letter dated 13 January 2026 providing notice of further consultation in advance of a Development Consent Order (DCO) application for a Strategic Rail Freight Interchange at Oxfordshire (OxSRFI) and our Teams Meeting on 19 January 2026.

We note that the extent of the DCO limits application is proposed to be extended to include landfill cells to allow for earthworks which may be required, and additional land which may be required for ongoing gas and leachate monitoring purposes. Although the plan included in your letter dated 13 January 2026 does not differentiate between the two areas, we understand from our Meeting that some land within Valencia's ownership may be required for earthworks and some land within Viridor's ownership may be required monitoring purposes.

VIridor does not object to the principle of using Viridor's land for monitoring purposes. and we are willing to work with you to ensure that any monitoring solution does not sterilise land that mat be required by Viridor for development in the future. For clarification, Viridor's landownership is shown outlined in red overleaf.

Ardley ERF, Middleton Stoney Road, Ardley, OX27 7AA
T: 01823 721400 www.viridor.co.uk



We are keen to ensure the Ardley Energy Recovery Facility (ERF) can continue to operate through the construction period of the OxSRFI scheme without disruption, in the event it is granted. Accordingly, as set out in our representation dated 4 November 2025, we request the following information to form part of the DCO application:

1. Detailed construction phasing plans for the proposed highways works to show routes accessible throughout the construction period between Junction 10 and Ardley RF.
2. Confirmation that any costs associated with amending the Viridor Routing Agreement because of the OxSRFI scheme will be borne by the applicant.

Finally, as discussed in our Meeting, Viridor is leading in the development of carbon capture projects as part of its decarbonisation strategy. Ardley is part of Carbon Capture, Usage and Storage (CCUS) projects in active development within Viridor.

CCUS remains the only viable pathway to full decarbonisation for ERFs. When deployed across the sector, the application of CCS (Carbon Capture Storage) results in net carbon dioxide removal, due to the capture of biogenic CO_2 from residual waste. This pathway to decarbonisation is dependent on the development of ways to sustainably transport and then store potentially significant volumes of captured CO_2 gas.

Given Ardley's location - geographically distant from the Government's industrial storage clusters and associated pipeline infrastructure - decarbonisation of this facility

Ardley ERF, Middleton Stoney Road, Ardley, OX27 7AA
T: 01823 721400 www.viridor.co.uk

will depend on a Non-Pipeline Transport solution for transferring captured CO_2 to a suitable storage site. It is anticipated that rail will offer the most efficient and sustainable option for transporting the approximately 350,000 tonnes of CO_2 per annum that could be captured at Ardley ERF. In this context, as you know, we have already begun initial conversations with yourselves and are keen explore further the potential for an economically and environmentally positive solution that uses the proposed rail terminal for conveying CO2 gas as part of our future plans for CCUS at Ardley.

In conclusion, Viridor fully supports the OxSRFI proposals, which could play a key role in enabling us to achieve our Climate Neutrality and Climate Positivity targets. Nevertheless, we request sufficient information to ensure the construction does not disrupt on-going operations at the Ardley ERF.

Yours faithfully,

[redacted]

Planning Manager

[NAME]
[ADDRESS]

[DATE]

Dear Sir/Madam.

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire

We are writing to you to consult you on the above proposals.

We originally wrote to you on 22nd September 2025 in relation to the above proposals and a public consultation for the proposals which ran from 23 September to 4 November 2025. The original letter we sent was however recently returned.

The consultation has now closed but you are still welcome to send in any comments to the details provided within the enclosed original letter.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice and copy of original letter sent on 22nd September 2025

10 March 2026

Dear Sir or Madam

NOTICE OF FURTHER CONSULTATION

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Main Line Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire ("the Proposed Development")

We are writing to you to consult you on the Proposed Development.

We, Oxfordshire Railfreight Limited ("the Applicant"), will shortly be submitting an application for a Development Consent Order ("DCO") to the Planning Inspectorate ("PINS"). The application will seek authority for the construction, operation, use and maintenance of a strategic rail freight interchange, warehousing, highway works and associated infrastructure. That application, if accepted, will be examined by PINS and a recommendation will be made to the Secretary of State for Transport who will then decide whether or not to approve the DCO.

Details of the Proposed Development are set out later in this letter.

Consultation

Our first consultation ("the Stage 1 Consultation") ran from **9 May 2022 – 4 July 2022**. This second consultation ("the Stage 2 Consultation") ran from **23 September 2025 – 4 November 2025**. This consultation was the full statutory consultation carried out pursuant to sections 42 and 47 of the Planning Act 2008 ("the Act"). Moto Hospital Services Limited was consulted as part of the statutory consultation.

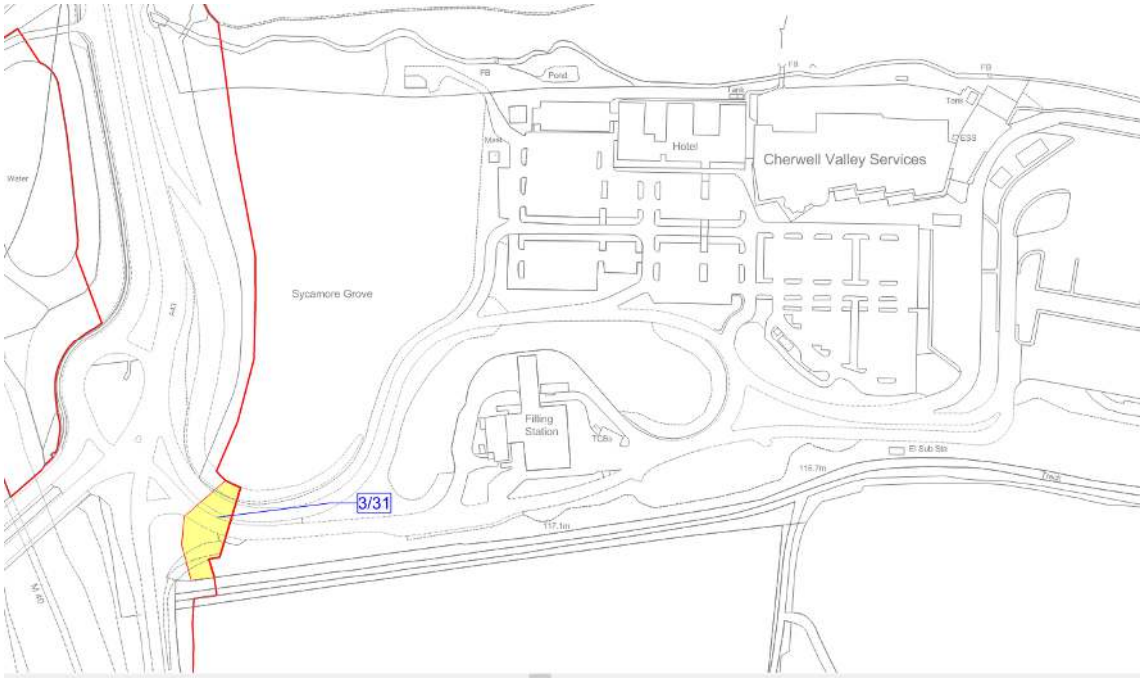
You may already be aware of the application from notices of the proposed application which were placed in local and national newspapers, as required under section 48 of the Act. This was done to ensure that the consultation reaches as many people as possible who may wish to express a view on the proposed development.

Since the Stage 2 Consultation ended, we have continued our review of interests in the land which is the subject of the application. This is done in order to ensure that the land information we hold is sufficiently recent at the time of application submission. As a result of that review, we are writing to you because we believe that you have, or may have, an interest in land which is the subject of the current proposals.

The paragraph above mentions an *interest in land*. For the purposes of the Act, this includes the following:

- you are an owner, lessee, tenant or occupier of land which is within the proposed application boundary;
- you have an interest in the land or have the power to sell or convey some of the land which is within the proposed application boundary; or
- your property or land may, in due course, be affected by the carrying out or use of the development which may entitle you to bring a claim for compensation in the future.

We consider that you may have a right of access to the Cherwell Services. Our investigations have revealed a parcel of land between the entrance and the highway. This parcel is not adopted highway, however, it is used to access the Services. A right of access would constitute an interest as per the second bulletpoint. The relevant land is shown shaded yellow on the drawing below:



The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;
- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;
- works to the Ardley tunnel to provide W8 gauge through the tunnel;
- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;
- demolition of existing structures, and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;
- improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to Main Site;
- a Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;
- a Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;
- the principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site;

- highway works to be carried out in connection with the improvement of J9 of the M40 motorway;

- additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads,Aves Ditch and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout;

- measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;

- retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities;

- retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity; and

- associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

Consultation

Draft details of the proposals from our Stage 2 consultation remain available to be viewed or downloaded from the project website, www.oxsrfi.co.uk. This includes drafts of the following application documentation in addition to other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

- Guide to the Application;
- Project Overview Document;
- Location Plan;
- Parameters Plan;
- Illustrative Masterplan;
- Preliminary Environmental Information which will inform the final Environmental Statement;
- Development Consent Order;
- Explanatory Memorandum;
- Planning Statement;
- Design Approach Documents;
- Works Plans;
- Highway plans;
- Rail plans and rail report; and
- Commitments Register.

If you have any difficulty accessing or downloading the documentation please do not hesitate to get in touch using one of the contact methods detailed at the end of this letter.

Consultation responses

Please could you respond using one of the following methods:

By Post:

'Freepost OxSRFI'

By e-mail:

consultation@oxsrfi.co.uk

We ask that comments are provided within the next 28 days and no later than [ ] March 2026..

Further information

Enclosed with this letter is a copy of the section 48 press notification that was published in the Bicester Advertiser, The Oxford Mail, The Guardian and the London Gazette on 18 September 2025. The notice was also published for a second time in the Bicester Advertiser and The Oxford Mail on 25 September 2025.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

10 March 2026

Dear [ ]

NOTICE OF FURTHER CONSULTATION

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Main Line Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire ("the Proposed Development")

We are writing to you to consult you on the Proposed Development.

We, Oxfordshire Railfreight Limited ("the Applicant"), will shortly be submitting an application for a Development Consent Order ("DCO") to the Planning Inspectorate ("PINS"). The application will seek authority for the construction, operation, use and maintenance of a strategic rail freight interchange, warehousing, highway works and associated infrastructure. That application, if accepted, will be examined by PINS and a recommendation will be made to the Secretary of State for Transport who will then decide whether or not to approve the DCO.

Details of the Proposed Development are set out later in this letter.

Consultation

Our first consultation ("the Stage 1 Consultation") ran from **9 May 2022 – 4 July 2022**. This second consultation ("the Stage 2 Consultation") ran from **23 September 2025 – 4 November 2025**. This consultation was the full statutory consultation carried out pursuant to sections 42 and 47 of the Planning Act 2008 ("the Act").

You may already be aware of the application from notices of the proposed application which were placed in local and national newspapers, as required under section 48 of the Act. This was done to ensure that the consultation reaches as many people as possible who may wish to express a view on the proposed development.

Since the Stage 2 Consultation ended, we have continued our review of the interests in the land which is the subject of the application. This is done in order to ensure that the land information we hold is sufficiently recent at the time of application submission. As a result of that review, we are writing to you because we believe that you are within one of the categories below:

1. **You are a statutory consultee, being a prescribed body set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 or a Local Authority under section 43 of the Act;**

2. **You have, or may have, an interest in land which is the subject of the current proposals. You may have already been separately contacted by us, or our consultants, in that regard; or**

3. **You are another person or body to whom we believe our proposals may be of interest.**

Item 2 above mentions an *interest in land*. For the purposes of the Act, this includes the following:

- you are an owner, lessee, tenant or occupier of land which is within the proposed application boundary;
- you have an interest in the land or have the power to sell or convey some of the land which is within the proposed application boundary; or

- your property or land may, in due course, be affected by the carrying out or use of the development which may entitle you to bring a claim for compensation in the future.

The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of:

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;
- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;
- works to the Ardley tunnel to provide W8 gauge through the tunnel;
- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;
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- retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity; and

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Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

10 March 2026

Dear [ ]

NOTICE OF FURTHER CONSULTATION

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We are writing to you to consult you on the Proposed Development.

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Since the Stage 2 Consultation ended, we have continued our review of the interests in the land which is the subject of the application. This is done in order to ensure that the land information we hold is sufficiently recent at the time of application submission. As a result of this review, we are writing to you because we believe that you may have the benefit of a historic covenant which was granted for the old airfield affecting part of the land on which the Proposed Development is to be located. It is considered that the covenant, which contained restrictions relating to the end of the old runway so that structures did not impede aircraft, is now defunct.

The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;
- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;
- works to the Ardley tunnel to provide W8 gauge through the tunnel;

- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;

- demolition of existing structures, and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;

- improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to Main Site;

- a Heyford Park Link Road which runs from Camp Road south-east of Heyford Park and south of the proposed development to a new junction on the B430;

- a Middleton Stoney Relief Road around the north-eastern side of the village connecting from a new junction on the B430 to the existing B4030 which links over the M40 to Bicester;

- the principal access to the Main Site will be from the new Ardley Bypass and from a new roundabout on the B430 in the north-eastern corner of the Main Site, south of the railway line. This primary access will serve all HGV traffic accessing the site. A secondary access into the Main Site for bus, pedestrian and cycles will be via the Heyford Park Link Road at the southern end of the Main Site;

- highway works to be carried out in connection with the improvement of J9 of the M40 motorway;

- additional highway works to be carried out at the junction of Camp Road and Chilgrove Drive, Middleton Road, the B430 east of the Main Site, Quarry Cottages, Middleton Stoney Crossroads and Aves Ditch and including potential improvements to the B4030/Empire Road junction and the B4030/A4095/Vendee Drive/Middleton Stoney Road roundabout;

- measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;

- retention of the Grade II listed Threshing Barn at Ashgrove Farm as part of a 'hub' of shared and communal facilities for employees and other users of the Main Site, as well as the retention of the Ashgrove Cottages for rail and estate management related activities;

- retained key landscape features and new landscaping and planting, including on the proposed earthwork bunds within the Main Site, as part of a comprehensive landscaping and green infrastructure scheme across all elements of the proposed development, including habitat creation to deliver a net gain in biodiversity; and

- associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

Consultation Material

The Stage 2 Consultation material is available to be viewed or downloaded from the project website, www.oxsrfi.co.uk. This includes drafts of the following application documentation in addition to a number of other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

- Guide to the Application;
- Project Overview Document;
- Location Plan;
- Parameters Plan;
- Illustrative Masterplan;

- Preliminary Environmental Information which will inform the final Environmental Statement;
- Development Consent Order;
- Explanatory Memorandum;
- Planning Statement;
- Design Approach Documents;
- Works Plans;
- Highway plans;
- Rail plans and rail report; and
- Commitments Register.

If you have any difficulty accessing or downloading the documentation please do not hesitate to get in touch using one of the contact methods detailed at the end of this letter.

Consultation responses

Please could you respond using one of the following methods:

By Post:

'Freepost OxSRFI'

By e-mail:

consultation@oxsrfi.co.uk

We ask that comments are provided within the next 28 days and no later than [ ] March 2026.

Further information

Enclosed with this letter is a copy of the section 48 press notification that was published in the Bicester Advertiser, The Oxford Mail, The Guardian and the London Gazette on 18 September 2025. The notice was also published for a second time in the Bicester Advertiser and The Oxford Mail on 25 September 2025.

Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

10 March 2026

Dear [ ]

NOTICE OF FURTHER CONSULTATION

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Main Line Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire ("the Proposed Development")

We are writing to you to consult you on the Proposed Development.

We, Oxfordshire Railfreight Limited ("the Applicant"), will shortly be submitting an application for a Development Consent Order ("DCO") to the Planning Inspectorate ("PINS"). The application will seek authority for the construction, operation, use and maintenance of a strategic rail freight interchange, warehousing, highway works and associated infrastructure. That application, if accepted, will be examined by PINS and a recommendation will be made to the Secretary of State for Transport who will then decide whether or not to approve the DCO.

Details of the Proposed Development are set out later in this letter.

Consultation

Our first consultation ("the Stage 1 Consultation") ran from **9 May 2022 – 4 July 2022**. This second consultation ("the Stage 2 Consultation") ran from **23 September 2025 – 4 November 2025**. This consultation was the full statutory consultation carried out pursuant to sections 42 and 47 of the Planning Act 2008 ("the Act").

You may already be aware of the application from notices of the proposed application which were placed in local and national newspapers, as required under section 48 of the Act. This was done to ensure that the consultation reaches as many people as possible who may wish to express a view on the proposed development.

Since the Stage 2 Consultation ended, we have continued our review of interests in the land which is the subject of the application. This is done in order to ensure that the land information we hold is sufficiently recent at the time of application submission. As a result of that review, we are writing to you because we believe that you may have the benefit of interests in land which is beneath adopted public highway – this is known as a subsoil interest. A subsoil interest is a legal presumption that the ground beneath the surface of unregistered public highways is owned by the adjacent freeholders. It could be that your property does not include the land in the highway, but there is often no way of proving this so we have taken the precautionary approach of including every freeholder directly adjacent to unregistered public highways in our consultation.

The Proposals

The proposed DCO will, amongst other things, authorise the construction, operation and use and maintenance of (note that the meaning of defined terms can be found in the Project Overview Document):

- a rail freight terminal served via new connections to the Chiltern Railway Line (part of the Strategic Rail Freight Network), including container storage;
- works within the landfill area adjacent to the Chiltern Main Line Railway to allow a rail connection into the Main Site;
- works to the Ardley tunnel to provide W8 gauge through the tunnel;

- up to 603,850 sq.m. (approx. 6.5 million square feet) of distribution and logistics (use class B8) floorspace, including ancillary office accommodation, plus up to 201,283 sq.m. of additional floorspace in the form of mezzanines;

- demolition of existing structures, and new earthworks to create development plateau to accommodate distribution buildings and associated yard and parking areas, drainage attenuation features, and extensive perimeter earthworks bunding which will form part of the screening (landscape and visual mitigation) of the proposed development;

- improvements to Junction 10 of the M40 involving works on the A43 east of the M40, new slip roads to and from the M40, and including an Ardley Bypass to the east of Ardley which will also form a new site access road to Main Site;

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- measures to enable and encourage sustainable travel, including improvements and new links to existing Public Rights of Way, and provision of new foot and cycle links to and within the site as well as connections to enable bus provision to serve the Main Site via the secondary access to the site from the Heyford Park Link Road;

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- associated infrastructure and engineering works including surface and foul drainage, and utilities, including a foul drainage outfall.

Consultation Material

Draft details of the proposals from our Stage 2 Consultation remain available to be viewed or downloaded from the project website, www.oxsrfi.co.uk. This includes drafts of the following application documentation in addition to other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

- Guide to the Application;
- Project Overview Document;
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- Parameters Plan;

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- Commitments Register.

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'Freepost OxSRFI'

By e-mail:

consultation@oxsrfi.co.uk

We ask that comments are provided within the next 28 days and no later than [ ] March 2026.

Further information

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Please be aware all responses are sent to the Applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

The electronic official copy of the register follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

Official copy of register of title

Title number ON284418 | Edition date 10.02.2009

- This official copy shows the entries on the register of title on 11 DEC 2025 at 16:17:56.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 11 Dec 2025.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- This title is dealt with by HM Land Registry, Gloucester Office.

A: Property Register

This register describes the land and estate comprised in the title.

OXFORDSHIRE : CHERWELL

1 (10.02.2009) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land at A34, Weston on the Green, Bicester.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1 (10.02.2009) PROPRIETOR: OXFORDSHIRE COUNTY COUNCIL of County Hall, New Road, Oxford OX1 1ND.

End of register

HM Land Registry
Official copy of title plan

Title number **ON284418**
Ordnance Survey map reference **SP5418NE**
Scale **1:2500**
Administrative area **Oxfordshire: Cherwell**

© Crown Copyright. Produced by HM Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number AC0000851063.



This official copy issued on 24 November 2025 shows the state of this title plan on 24 November 2025 at 15:02:33.
It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.
This title is dealt with by HM Land Registry, Durham Office.

National Highways
Three Snowhill
Snow Hill Queensway
Birmingham
B4 6GA

BY POST AND EMAIL:

National Highways:

[redacted]@nationalhighways.co.uk>
[redacted]@nationalhighways.co.uk [redacted]@gowlingwlg.com>

Oxfordshire County Council:

[redacted]@Oxfordshire.gov.uk [redacted]@oxfordshire.gov.uk>

17 December 2025

Dear Sir or Madam

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern Railway line, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire

We write regarding the proposed application for the Oxfordshire Strategic Rail Freight Interchange ("the Project"), to be submitted on behalf of Oxfordshire Railfreight Limited ("the Applicant").

The Project recently concluded its statutory consultation. National Highways submitted a response to that consultation in which it queried the risk of collision at Junction 9 of the M40. After reviewing these comments, the Applicant now proposes to amend the Order Limits accordingly (as defined in the draft Development Consent Order and being the limits in which the authorised development may be carried out). The background and rationale for this is explained below.

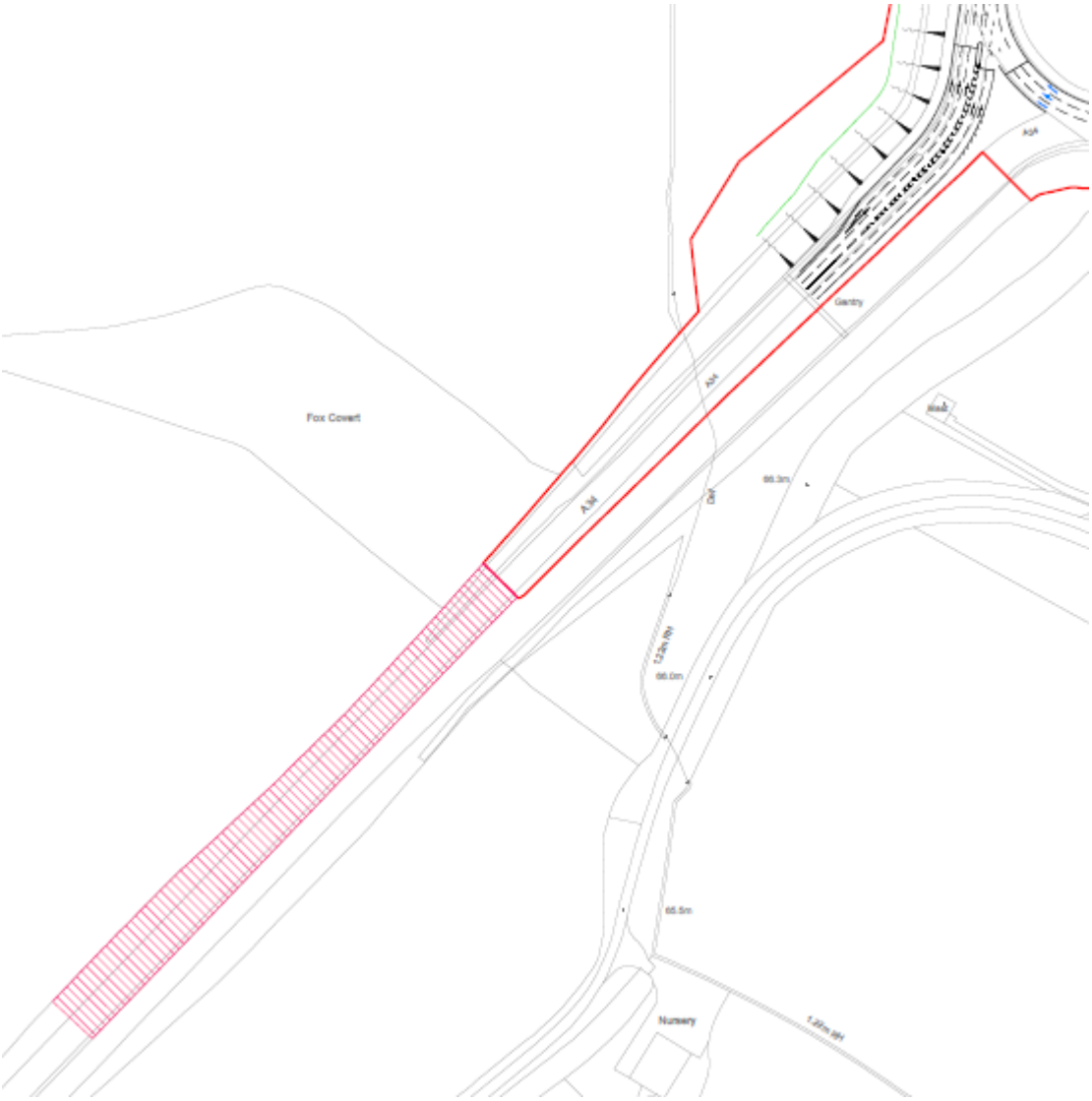
As part of the consultation, the Project included a scheme at Junction 9 of the M40 to increase capacity for users approaching from the A34. This consists of an additional left turn lane from the A34 to M40 which will be signalised alongside the two existing lanes.

In recent years there has been a large number of personal injury collisions ("PICs") on the A34 northbound approach. Between January 2015 to December 2020, which is the study period included in the statutory consultation, 83 PICs have occurred. A review of more recent PIC data, for the period between January 2021 and December 2023, shows that a further 11 PICs have occurred on this approach. These PICs are notable, in that they are overwhelmingly the same type of PIC (rear shunt), occurring in the same location (on the A34 approach to J9), with a likely contributory factor being queuing on the approach to the junction.

National Highways, in your response to the statutory consultation, queried how the proposals at J9 will address these collisions and sought assurance that "*the proposed development will not exacerbate existing collision clusters.*". Furthermore, the NN NPS (para 4.61) requires that "*all reasonable steps have been taken and will be taken to minimise the risk of road casualties arising from the scheme and contribute to improvements in the safety of the strategic road network*."

With the introduction of the additional left turn lane the predicted mean maximum queue length on the A34 is forecast to reduce from approximately 541m (91 pcus) to 185m (31 pcus) (when comparing the future year of 2034 with and without the Project). Whilst queue lengths are forecast to be significantly shorter with the Project than without it, in accordance with the NN NPS, the Applicant has considered whether there are any reasonable steps which can be taken to minimise the risk of road casualties.

The Applicant is therefore proposing to implement a 50mph speed limit on the A34 northbound approach to J9 to reduce vehicle speeds on the approach to the junction, for a distance of 500m and this will be included for in the draft Development Consent Order. The 500m distance exceeds the forecast predicted maximum queue length. To enable the Project to provide the signage for the 50mph limit the Applicant is proposing to extend the Order Limits (The extension will take the limits farther south on the A34 as shown on the drawing below. All of the land included in the extended Order Limits is within the publicly adopted highway (being the A34 trunk road) with the subsoils being owned by National Highways and Oxfordshire County Council. For completeness, we enclose the title information detailing the subsoil ownership.



Plan showing proposed extension to Order Limits (hatched area)

The proposed change to reduce the speed limit on the A34 approach to M40 J9, alongside the reduction in queuing that is associated with the proposed highway improvement, are considered by the Applicant to be reasonable steps to minimise the risk of road casualties at this location and contribute to improvements in the safety of the strategic road network. We would be grateful if you could confirm this addresses National Highways consultation comments on this matter. We would also welcome any other comments on the proposals.

We ask that these are provided within the next 35 days and no later than **22 January 2026** in order that we have sufficient time to consider them before the application is finalised.

For your information, a copy of this correspondence has also been sent to Oxfordshire County Council and Cherwell District Council.

Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited

Enc: Register of title and plan for ON284418

Cc:

National Highways

[redacted]
Spatial Planner
Operations (East)
National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

National Highways
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU14LZ

Oxfordshire County Council

[redacted]
Team Leader, Transport Development Management (North)
Planning Regulation and Enforcement
Economy and Place Directorate
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Cc [redacted]

Cherwell District Council

BY EMAIL ONLY: [redacted]

PartyID	TOPO	Consultee body / Full Name	Contact Address Line 1	Contact Address Line 2	Contact Address Line 3	Contact Address Line 4	Contact Address Line 5	Contact Address City	Contact Address Country (if not UK)	Contact Address Postcode	Salutation	Work Package (Admin Area)	BoR Column Reference and Interest Held	BoR Column Parcel Description	Type of letter
1	The Secretary	National Highways Limited	Three Snowhill	Snowhill Queensway				Birmingham		B4 6GA	Dear Sir or Madam	2026 New Areas	Rights(5/14,5/14a,7/40,7/41,7/42),Freehold(9/36,9/38),Occupation(9/36,9/38)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester wooded area situated to the north east of Ardley Energy Recovery Facility, Bicester	-
1	[redacted]	National Highways Limited	Three Snowhill	Snowhill Queensway				Birmingham		B4 6GA	Dear [redacted]				
17	The Chief Executive	Oxfordshire County Council	County Hall	New Road				Oxford		OX1 1ND	Dear Sir or Madam	2026 New Areas	Rights(5/14,5/14a,7/41,7/42),Freehold(9/38)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester wooded area situated to the north east of Ardley Energy Recovery Facility, Bicester No compulsory acquisition powers sought in public adopted highway (A34) situated to the north east of Fox Covert, Bicester	-
17	[redacted]	Oxfordshire County Council	County Hall	New Road				Oxford		OX1 1ND	Dear [redacted]				
23	The Secretary	Thames Water Utilities Limited	Clearwater Court	Vastern Road				Reading		RG1 8DB	Dear Sir or Madam	2026 New Areas	Occupation(5/14)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester	-
23	[redacted]	Thames Water Utilities Limited	Clearwater Court	Vastern Road				Reading		RG1 8DB	Dear [redacted]				
33	The Secretary	Valencia Waste Management Limited	Oil Depot	242 London Road	Stretton on Dunsmore			Rugby		CV23 9IA	Dear Sir or Madam	2026 New Areas	Freehold(5/14,5/14a,7/41,7/42)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester wooded area situated to the north east of Ardley Energy Recovery Facility, Bicester	-
33	[redacted]	Valencia Waste Management Limited	Oil Depot	242 London Road	Stretton on Dunsmore			Rugby		CV23 9IA	Dear [redacted]				
44	The Secretary	Smith & Sons (Bletchington) Limited	Station Road	Enslow				Kidlington		OX5 3AY	Dear Sir or Madam	2026 New Areas	Rights(5/14,5/14a,7/41,7/42)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester wooded area situated to the north east of Ardley Energy Recovery Facility, Bicester	-
44	[redacted]	Smith & Sons (Bletchington) Limited	Station Road	Enslow				Kidlington		OX5 3AY	Dear [redacted]				
47	The Secretary	Viridor Oxfordshire Limited	Ardley ERF	Middleton Stoney Road	Ardley			Bicester		OX27 7AA	Dear Sir or Madam	2026 New Areas	Rights(5/14,5/14a,7/41,7/42),Occupation(7/40),Freehold(7/40)	private accessway and scrubland situated to the east of Ashgrove Farm, Bicester public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester scrubland situated to the north east of Ardley Energy Recovery Facility, Bicester wooded area situated to the north east of Ardley Energy Recovery Facility, Bicester	-
70	The Secretary	Southern Electric Power Distribution plc	1 Forbury Place	43 Forbury Road				Reading		RG1 3JH	Dear Sir or Madam	2026 New Areas	Occupation(5/14a)	public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester	-
371	The Secretary	British Telecommunications plc	British Telecom	1 Braham Street				London		E1 8EE	Dear Sir or Madam	2026 New Areas	Occupation(5/14a)	public recycling facility, private accessway and scrubland situated to the east of Ashgrove Farm, Bicester	-

The Secretary
Valencia Waste Management Limited
Oil Depot
242 London Road
Stretton on Dunsmore
Rugby
CV23 9JA

BY POST

BY COPY EMAIL: [redacted]@valencia.co.uk

23 January 2026

Dear Sirs

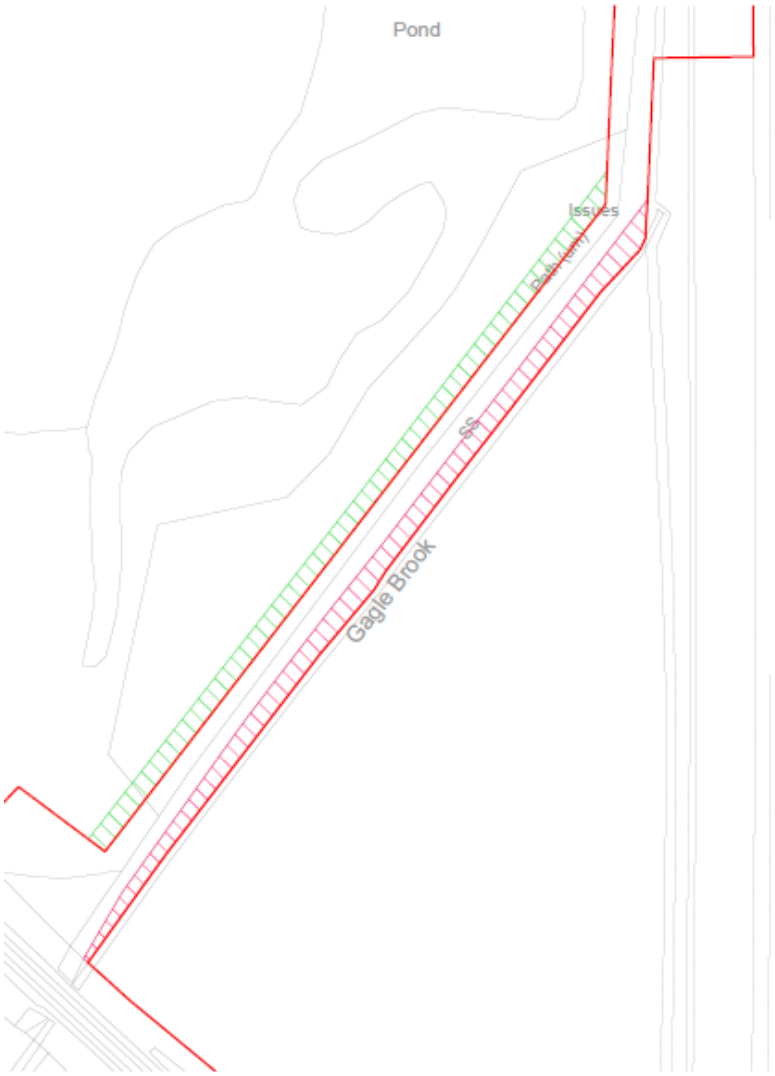
NOTICE OF FURTHER CONSULTATION

Proposals for a strategic rail freight interchange and warehousing on land south of the Chiltern main line railway, west of the B430, east of Upper Heyford Former Airfield together with M40 J10 and A43 Highway Improvements, the provision of a bypass to Ardley and a relief road for Middleton Stoney and a new Heyford Park Link Road in Oxfordshire ("the Project").

We recently wrote to you regarding an extension to the Order Limits for our Project in respect of which we have been consulting with you for some time.

As you will be aware, we are due to submit our application to the Planning Inspectorate shortly and we are therefore working hard to finalise the detail of the application. As part of that application preparation we have identified a strip of land which we understand to be within your ownership north of the Chiltern main line up to the Gagle Brook where we intend to very slightly realign the proposals, shifting the strip of land required by a few metres closer to the Brook. We are writing to you again to notify you of this slight change.

The strip of land is required in order to stop up bridleway 109/26 and to construct a drainage outfall. The alignment change is identified on the plan below. The land hatched green will be removed from our Project proposals, and the land hatched red will be added.



Consultation response

As there has been a change to the Order Limits in which you have a land interest, we are consulting with you on this change.

Please send any comments to consultation@oxsrfi.co.uk. **We ask that these are provided within the next 28 days and no later than 23 February 2026 in order that we have sufficient time to consider them before the application is finalised.**

Further information

Please be aware all responses are sent to us as the applicant only (and not the local authorities) but will be made public and may be provided to the Planning Inspectorate.

Yours faithfully

Oxfordshire Railfreight Limited

Oxfordshire Railfreight Limited