OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

DCO Submission

Consultation Report

Appendices 31-44

Document 5.1K
Rev A (Document 5.1K only)

On behalf of
Oxfordshire Railfreight Limited

Prepared by Oxalis Planning
May 2026

PINS REF:	TR050008
Document Reference	5.1K
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Author	Oxalis Planning
Date	May 2026
Revision	A

Consultation Report

Appendix 31 – Stage 2 – Copy of landowner notices and plan showing location of the notices displayed around the OxSRFI site

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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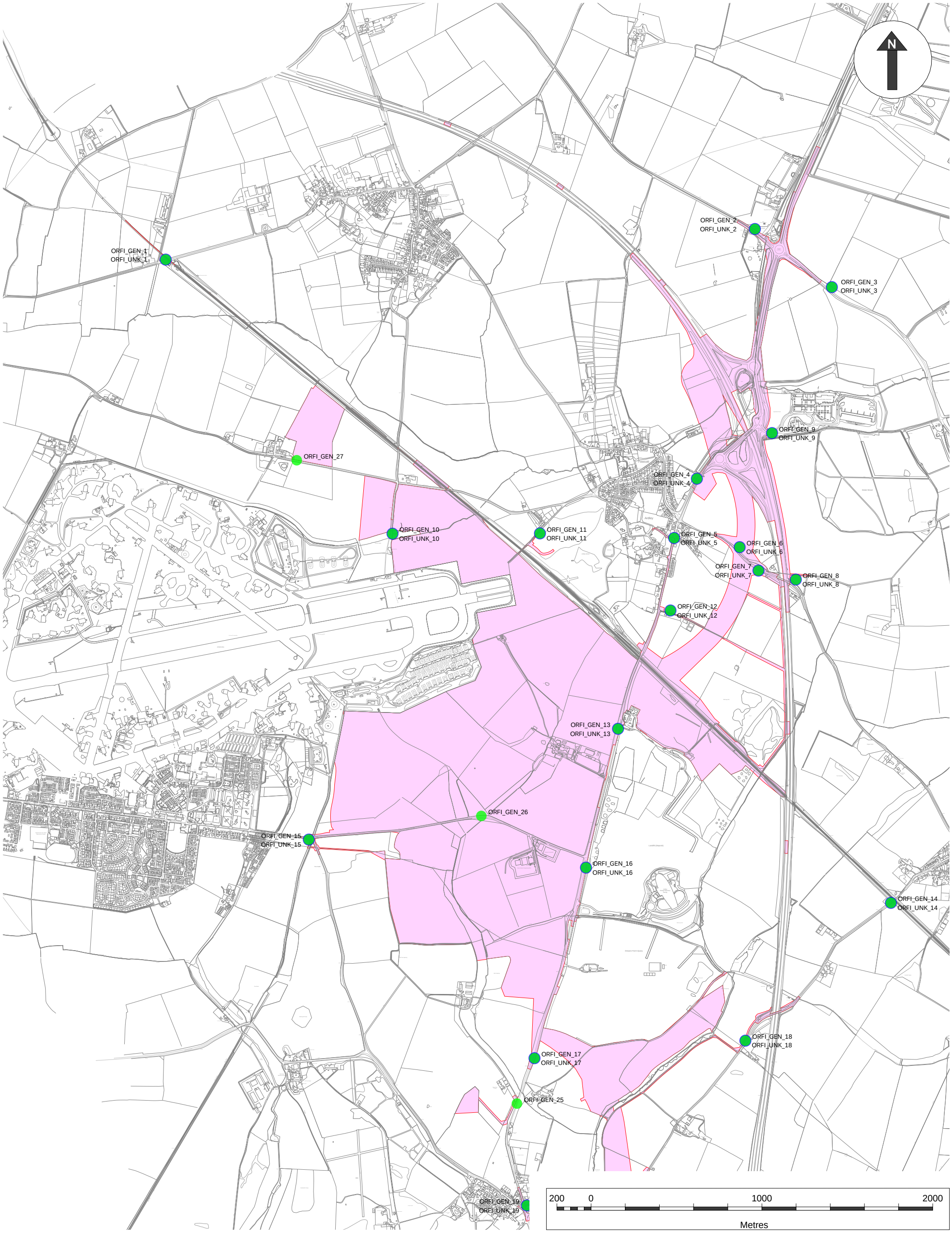

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Proposed limits

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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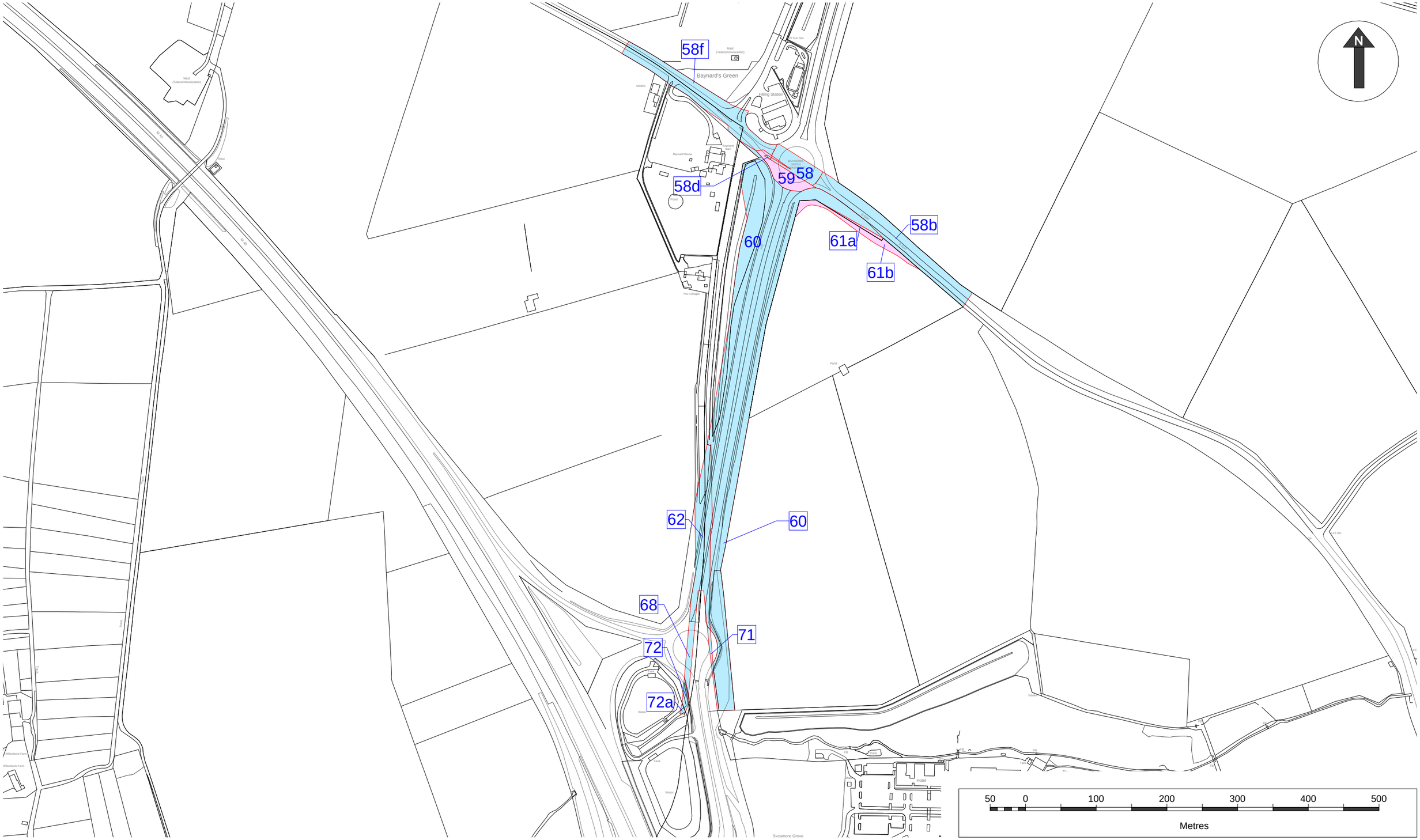
Proposed limits
General Notice Location
Unknown Notice Location

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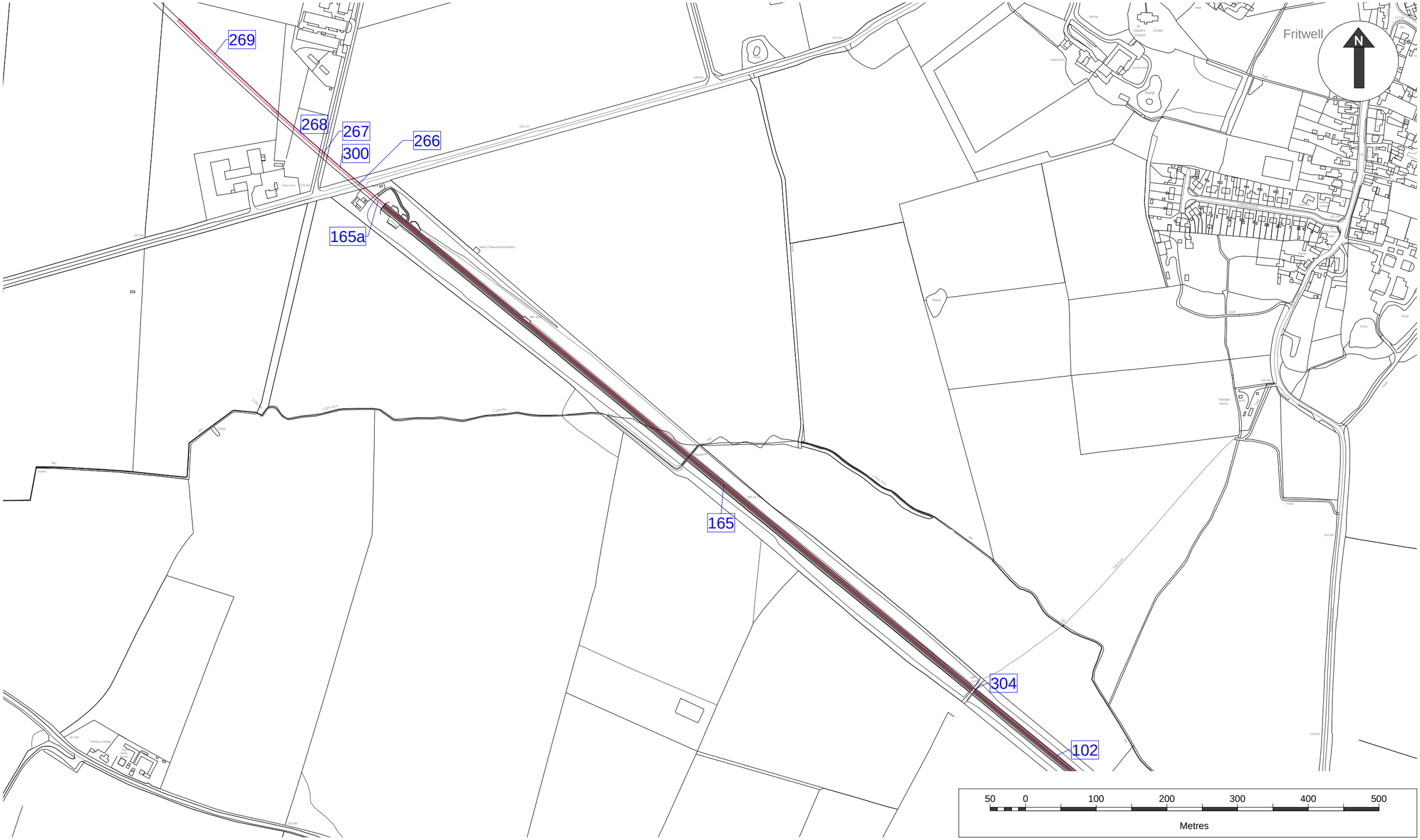
Plots with unknown freeholders, leaseholders, tenants and/or occupiers

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



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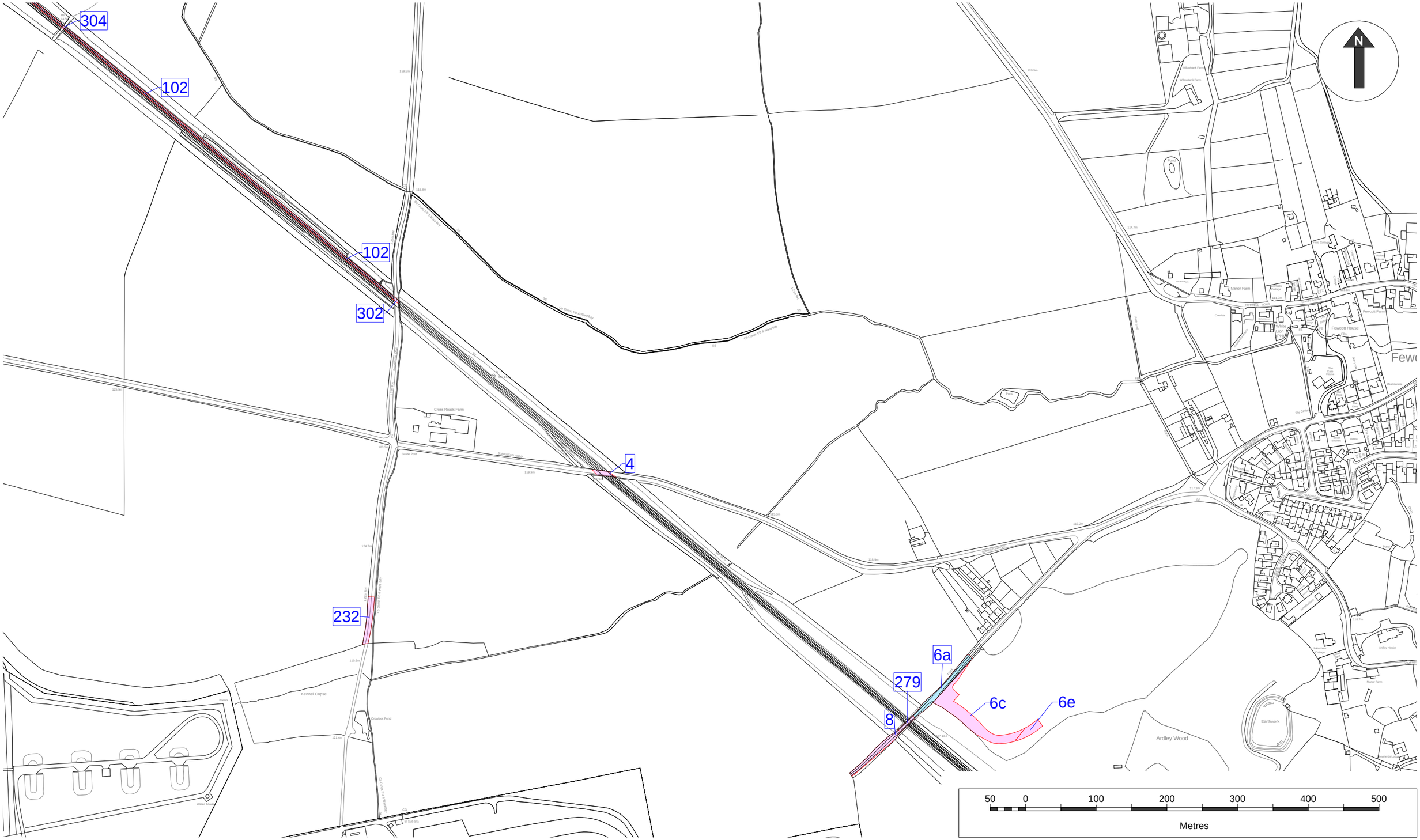
Scale	1:5,000@A4	**Date**	19 September 2025



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Unknown Plot Plan (Sheet 3 of 12)

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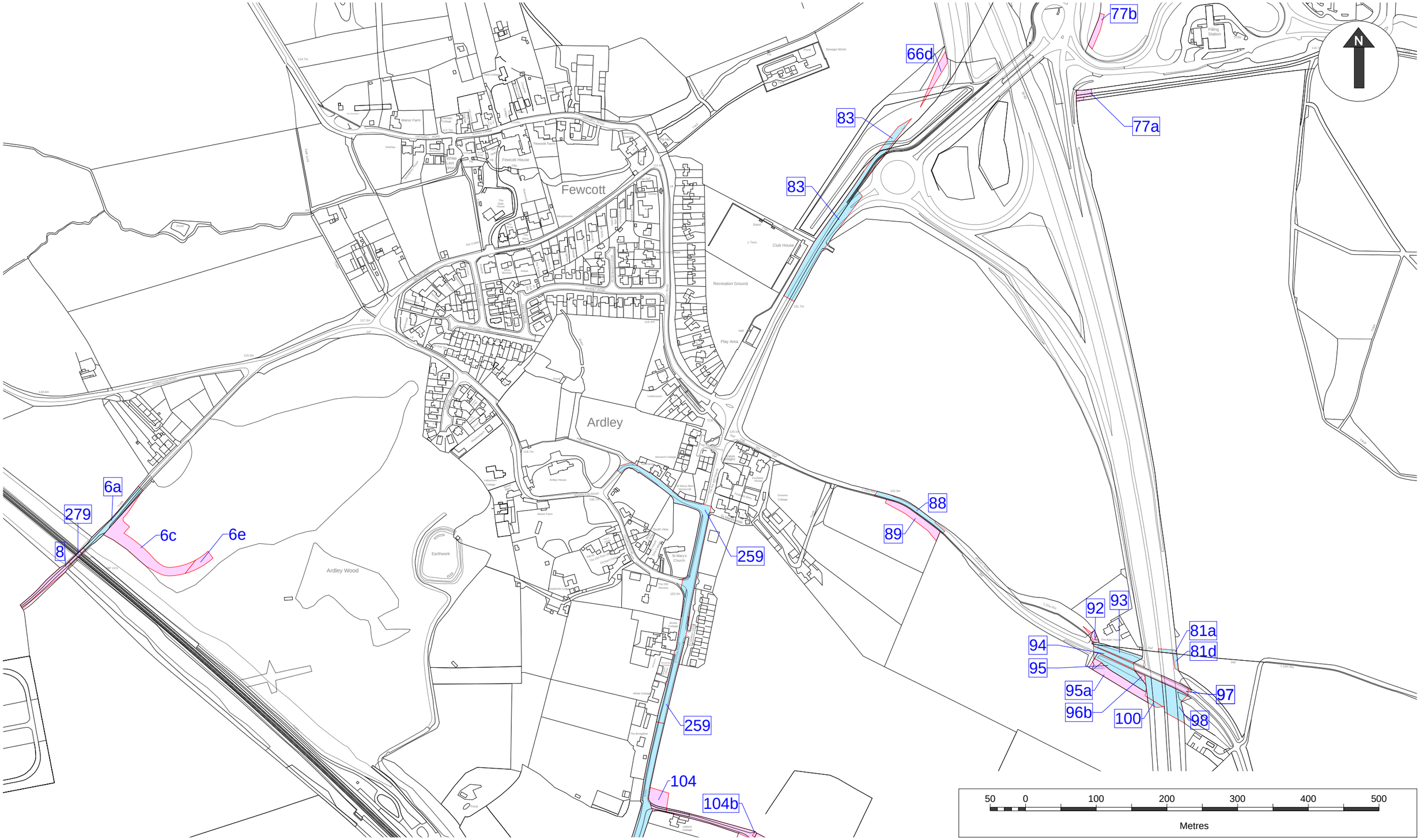
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Recreation Ground
Club House
Play Area
Sewage Works
Pump
Bicester Village Station
Manor Farm
Fewcott House
Fewcott Farm
White Lodge
The Gate House
Ardley House
Ardley Manor
Ardley Cottage
Ardley Village
Ardley Village Hall
Ardley Primary School
St Mary's Church
Groom's Cottage
Underwood
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Stand
Pavilion
Hall
Shelter
Pond
Bridge
Tunnel
Footbridge
Gas Governor
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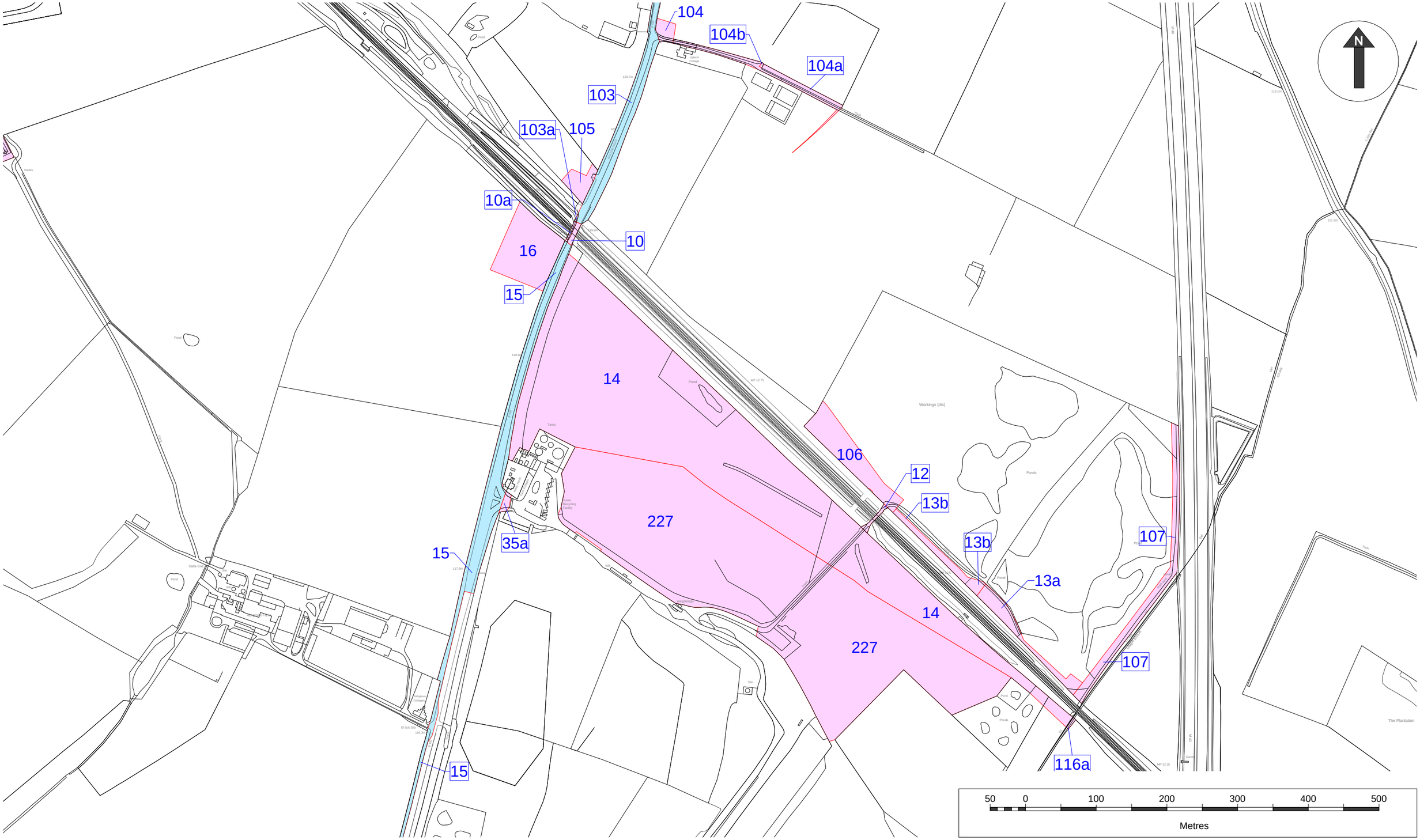

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Plots with unknown freeholders, leaseholders, tenants and/or occupiers

Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 5 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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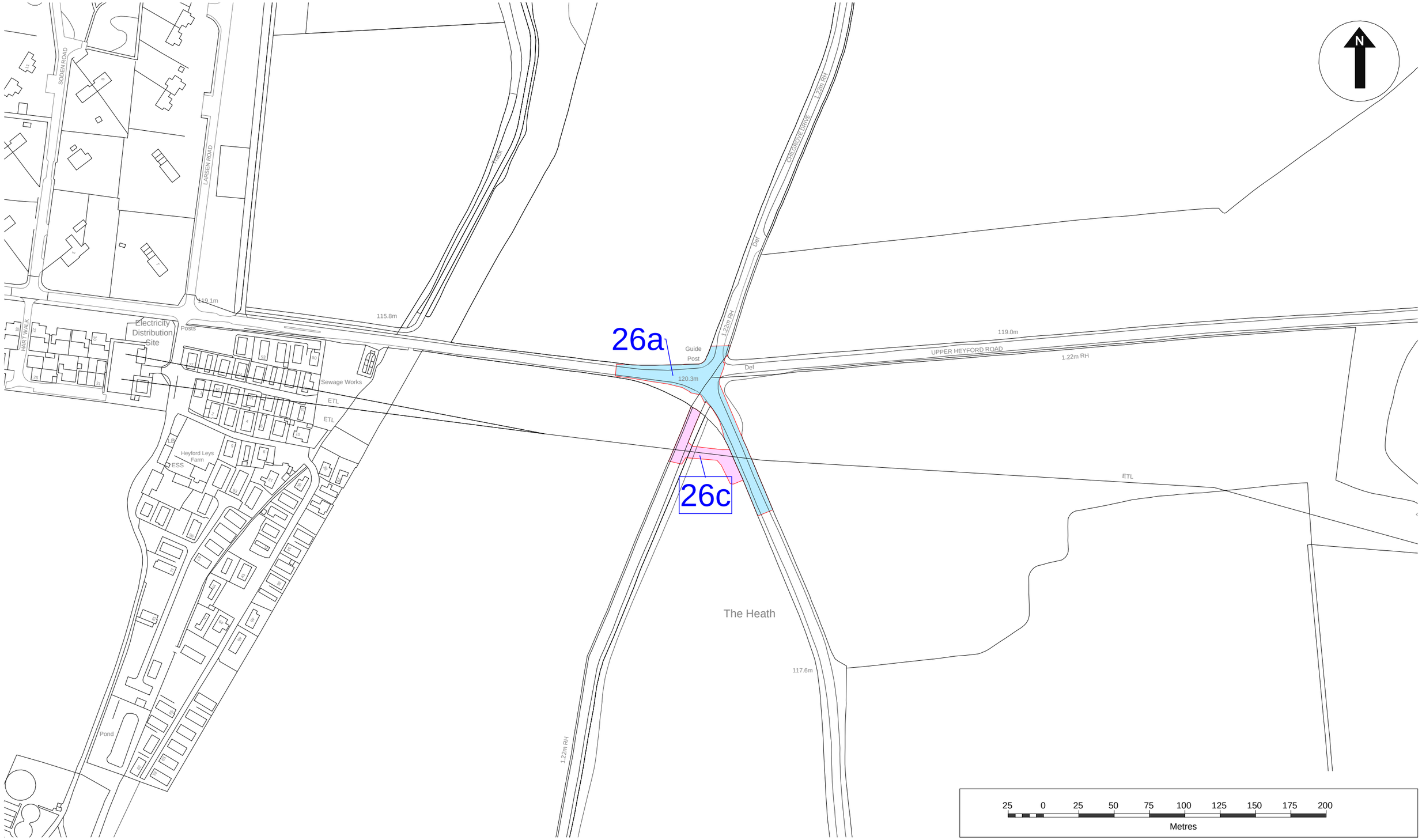

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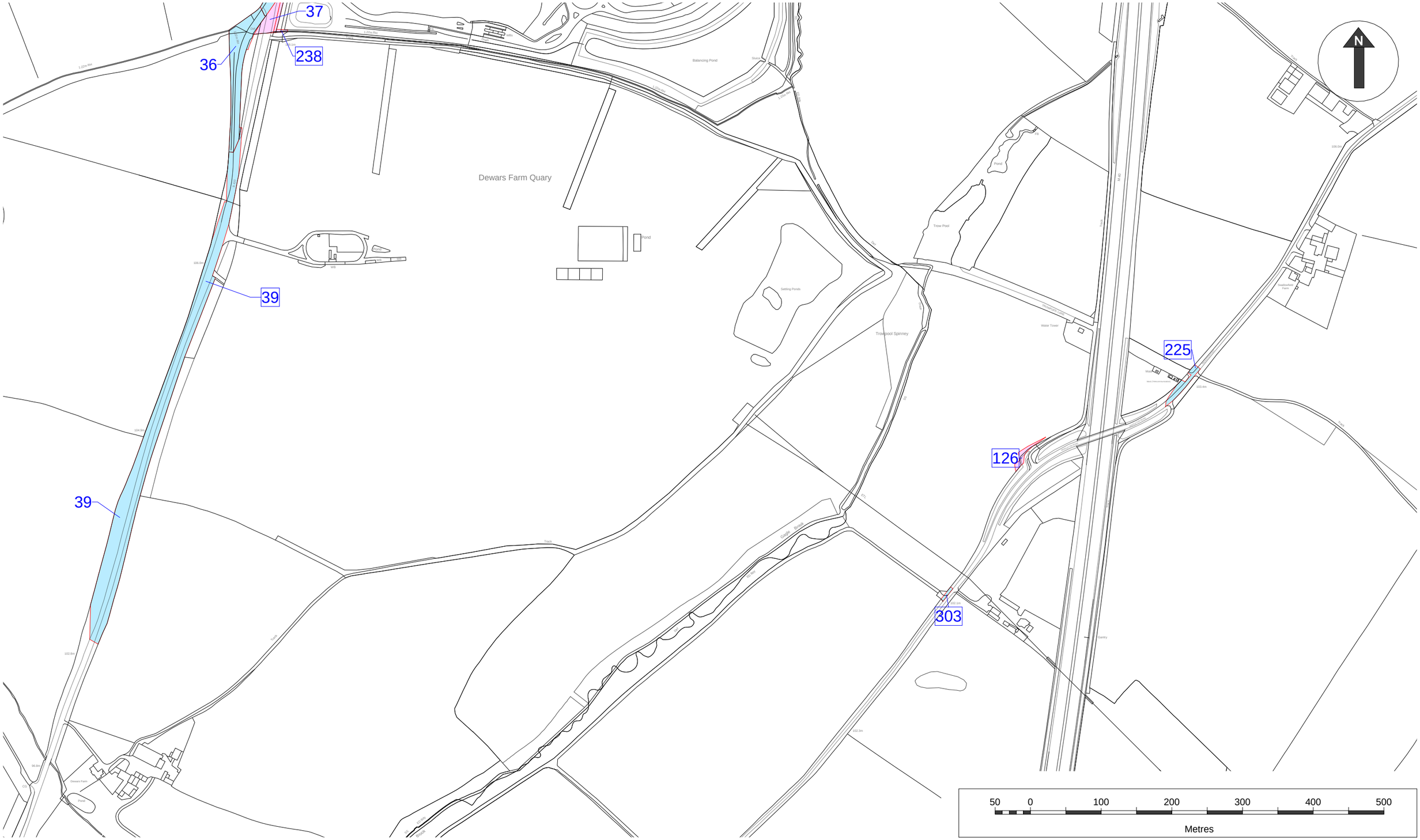

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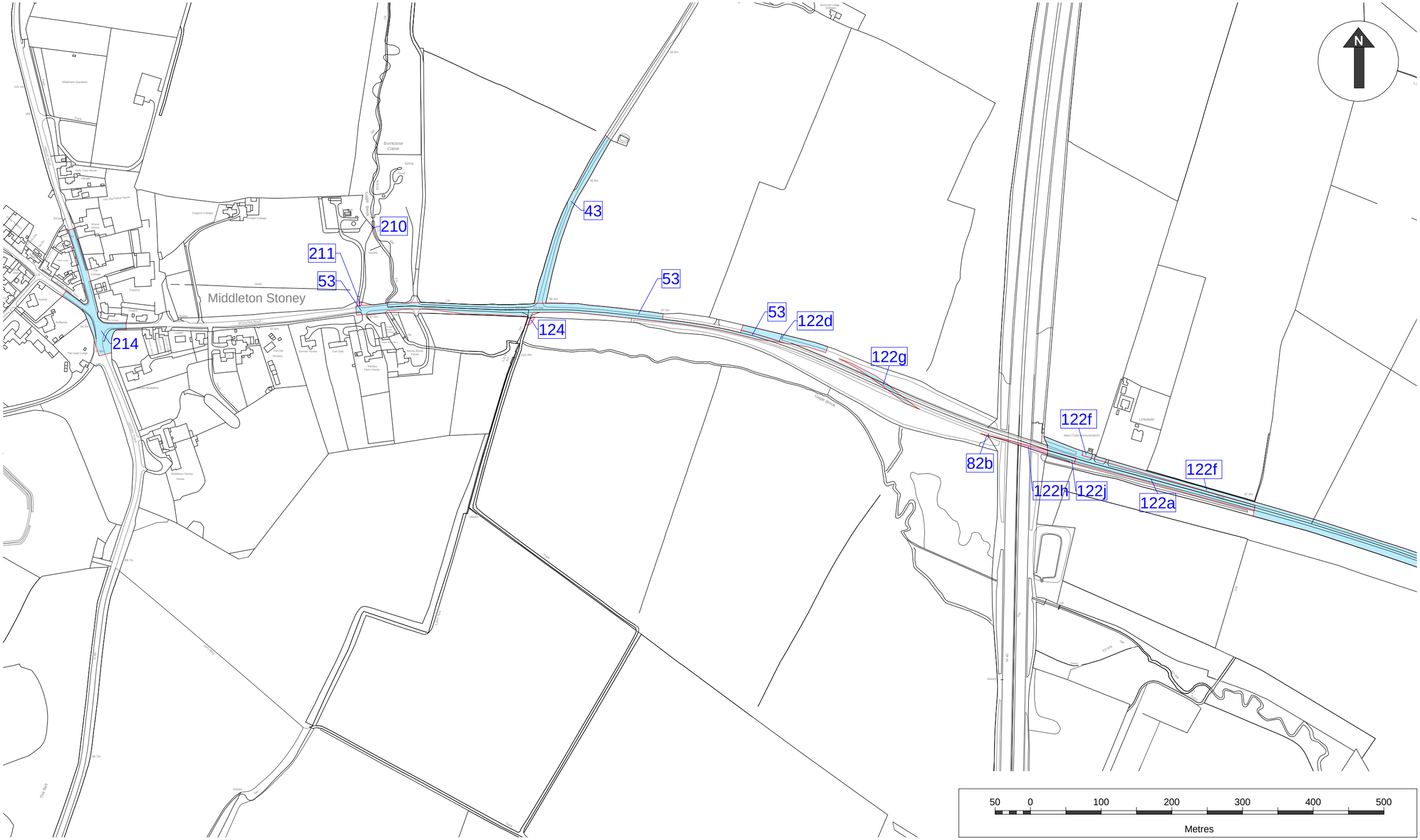

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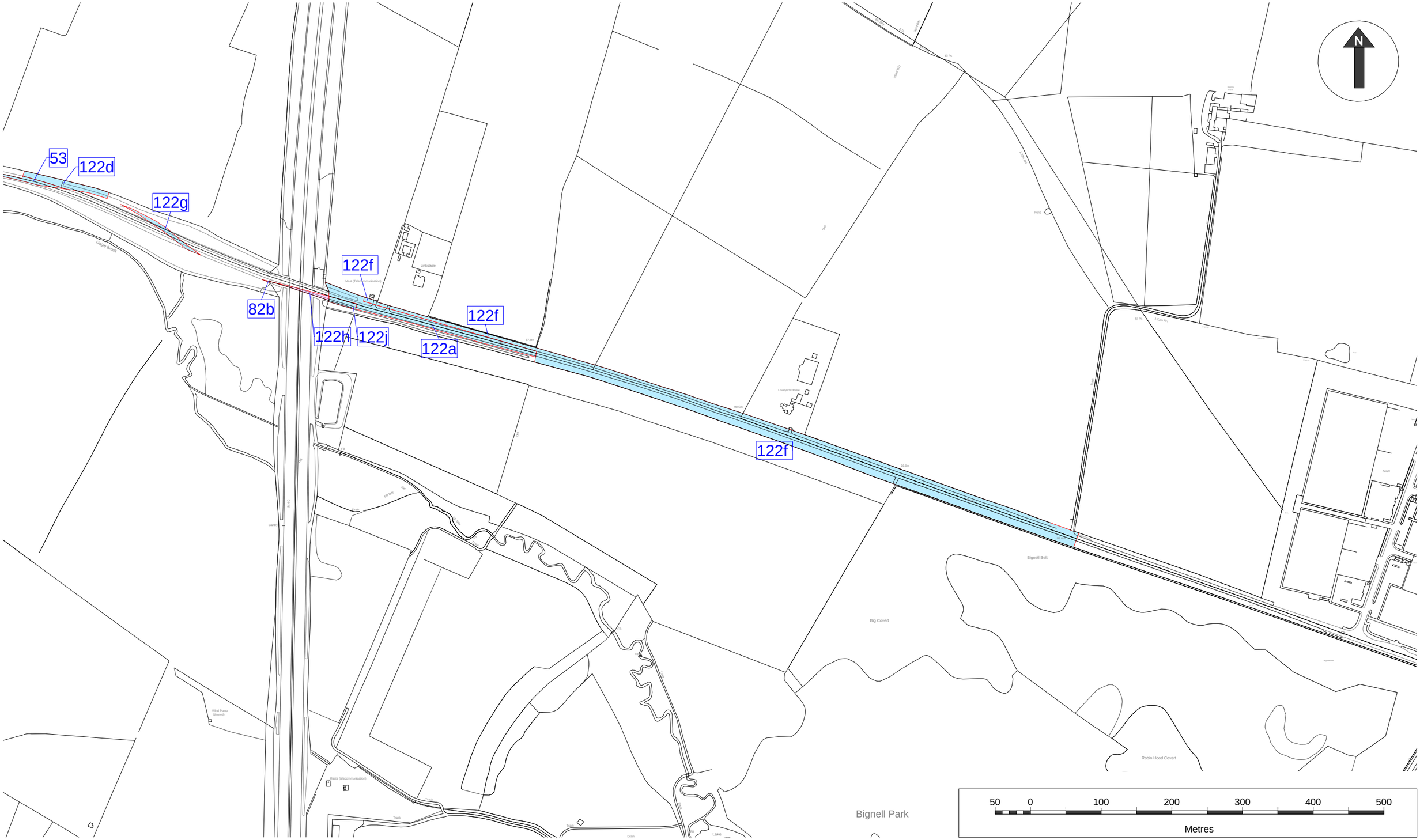

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Plots with unknown freeholders, leaseholders, tenants and/or occupiers

Plots with Unknown Subsoils

Oxfordshire Rail Freight Interchange
Unknown Plot Plan (Sheet 11 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

Consultation Report

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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	Anthony Stansfeld	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

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												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	[redacted]	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		

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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

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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	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]	May have assets in the vicinity of the project. Jen Stark's 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]	May have assets in the vicinity of the project. Mr Dear 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 Penny Adams
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]	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 [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		Georgia and Richard 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

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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 Jim Parke 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	David Knight, 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 I		[redacted]	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							[redacted]	Have had involvement with the onsite Ardley Road Verge Nature Reserve District Wildlife Site (DWS)

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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]
Network Rail Infrastructure Ltd	[redacted], Sponsor (Chilterns) | Central Route	Second Floor	Baskerville House	Broad St	Birmingham	B1 2ND		[redacted]etworkrail.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]ield@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]s@crosscountrytrains.co.uk	

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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] 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

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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 Eric Cooper at NH East (who we consulated at Stage 1).
Jeremy Bloom Consulting Ltd	Jeremy Bloom	?						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 Alice Lawman) would co-ordinate NH's responses, but Martin 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 Alice Lawman) would co-ordinate NH's responses, but Partick 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			

Appendix 32 – Stage 2 – List of the prescribed bodies pursuant to S42

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] Secretary	South Stables	Worton Park	Witney	Oxfordshire	OX29 4SU		info@communityfirstoxon.org	
Oxford Conservation Volunteers	[redacted]							secretary@ocv.org.uk	No address available

Consultation Report

Appendix 33 – Stage 2 – Example letters sent to the prescribed bodies, local authorities and interest parties pursuant to S42/S43/S44 (excluding subsoil)

[ ] 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 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
- 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 & Spa, OX26 1TH –** Thursday 16 October (13:30 – 19:30)

We will also be hosting two webinar sessions as follows:

- Tuesday 7 October – 19:00 – 20:00
- Tuesday 14 October – 19:00 – 20:00

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

[redacted]

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

Consultation Report

Appendix 33 – Stage 2 – Example letters sent to S44 parties (restrictive covenant only)

[ ] 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 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.

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, 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.

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;

- 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;

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- 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 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 a number of other consultation material such as the Statement of Community Consultation, Community Newsletter and other plans:

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- 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;

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We will also be hosting two webinar sessions as follows:

- Tuesday 7 October – 19:00 – 20:00
- Tuesday 14 October – 19:00 – 20:00

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

[redacted]

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

Consultation Report

Appendix 33 – Stage 2 – Example letters sent to S44 parties (subsoil only)

[ ] 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 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.

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, 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.

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;

- 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 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 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.

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 & Spa, OX26 1TH –** Thursday 16 October (13:30 – 19:30)

We will also be hosting two webinar sessions as follows:

- Tuesday 7 October – 19:00 – 20:00
- Tuesday 14 October – 19:00 – 20:00

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

[redacted]

Oxfordshire Railfreight Limited

Enc. Copy of S.48 Press Notice

Consultation Report

Appendix 34 – Stage 2 – Section 46 letter

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

BY EMAIL ONLY

[18th] September 2025

Dear Mr Burnie

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

Consultation Report

Appendix 35 – Stage 2 – S42 List of Comments and Applicant Response

App 35 – s42 and other bodies list and consultation responses

	OxSRFI consultation log						
	Date last updated						
Number	Date	Consultee	Name (first G 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]	General 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]	General Enquiry - 2	Shared acknowledgement of material for consultation 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 Grace Conway-Murray, Cllr Nigel Simspon and Cllr Barry Wood	No further reply required. Email sent to local councillors on 22/09/2025	

App 35 – s42 and other bodies list and consultation responses

STATC5.1	18/09/2025		[redacted]		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				Invites for two separate meetings and recommendation for an OxSRFI representative to come along	See STATC14	
STATC5.3	30/09/2025	**Bicester Town Council**		General Enquiry - 3	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**		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**		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**		Other Consultee - 1	States individuals will likely 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**		General Enquiry - 4	Querying about the polygon shapefiles and also other polygons 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**		Other Correspondence - 5	See attached letter to saved email.		
STATC11	27/09/2025	**Caversfield Parish Council**		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**		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.	

App 35 – s42 and other bodies list and consultation responses

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**		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**		Other Correspondence - 10	Provided updated details on the Clerk for this Parish	Noted	
STATC16	16/10/2025	**West Berkshire Council**		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**		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 freight 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 proposed 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**		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 mitigation 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**		**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 calmingmeasures 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 landscaping (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**		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 infrastructure 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 ascertain 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 significant 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. OxSRFIhas engagedwith 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 Amenity 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 ascertain 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 out-commuting 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 village 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 incorporates 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]	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 floorspace to be created. Comments include: Planning and Consultation - queries raised in relation to security, confirmation about the phasing of project (particularly 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 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 communities 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 the MSRR 180 degrees round the village. Benefits to Local Communities - if the application is approved the Forum want to identify community 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 minimum 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 predictable 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 community are identified 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. Separate 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 held 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 restricted 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 heights 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 adequate 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 landscaping (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 ascertain 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 Stage 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 deliver 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 G Oxfordshire Wildlife Trust)**		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 assessment. Noted 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 use. Paragraph 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 Document 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 accommodate 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 raised 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 initially 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. Positives 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 liaison 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 submitted as part of the application 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 timetable 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 consideration 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 proposals accord with national 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 archaeological finds at Dewars Farm of major significance 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 landscaping 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.	

STATC32	11/04/2025	**National Highways**	[redacted]	Response to consultation - Section 42 - 9	S42 Consultation 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 suitability 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 sufficient time should be allowed for this. National 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 accommodate 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 , straight section and bend before the merge will be ensured. They have requested to discuss speed limit from Ardley to Padbury); Proposed SRN Mitigation Works Junction 9 (Interim Road Safety Audit identifies risk 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 established 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 Biodiversity (Aftercare from contractors for 5 years should be arranged for planning along the SRN and must also be feasible to maintain. It should also not impact visibility, 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 within 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 (Anticipated that SRN mitigation will be informed by a P-CEMP); CTMP (Construction traffic routed via SRN and then Local Road network is considered acceptable but further investigations of each junction will be required before agreement can be provided.); Land acquisition (They would object to a compulsory acquisition of any of its land); Draft DCO and Protective Provisions (Protective provisions should be secured on face of the order) conclusion (support principle of development btu will object if issues raised not addressed.	Response provided by ADC within 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 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 consequential amendments to capacity.	The Applicant acknowledges 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 recognised within the Rail Report (Document 7.2).	
STATC34	11/04/2025	**Oxfordshire County Councilor - Chesterton G 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 suitable 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 enforcement 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 for 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 bisecting Bucknell, the entirety 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 occurrences 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 capacity 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 capacity. 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.	

App 35 – s42 and other bodies list and consultation responses

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 recommendthat 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 use of Target Conservation Areas to aid assessment and inform the proposed BNG approach. **They require clarity that the amounts of re-provided habitats within certain CTAs are being re-provided 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 Regulation 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 improvements 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 facilities. 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 capacity 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 separate 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 highways 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 study 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 therefore, 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 G Oxfordshire County Council Joint response**	[redacted]		Several comments - response covered in a separate 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 application, 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 location – 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 disruption 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	Bicester Bike Users' Group	[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 Baynard's 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 10G/27, 2G7/6, 148/6, 148/4, and 12G/G). 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 considered - 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. Separate 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 infrastructure 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 Ardley 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. - Improvements 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 electrified 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? *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.	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.	
						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 passenger 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		Response to consultation - Section 42 - 15	Ardley with Fewcott Parish Council objects to the proposals for a Strategic Rail freight interchange 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
STAT52	24/11/2025	Oxfordshire Architectural and Historical Society		Response to consultation - Other Consultee - 14	Comments focus on the Grade II listed Barn at Ashgrove Farm within the Site. They consider that the setting of the Grade II Barn would be dominated by the warehouses in a number of directions leading to a complete loss of its rural setting. Note the Barn is in need of remedial works. Elements of the Barn that should be retained are described and concerns about addition of twelve rooflights raised. Highlight importance of existing adjoining stables and workshops in illustrating historic changes in agricultural practices. Identifies other Listed Buildings within the adjacent area but consider landscaping schemes will provide effective mitigation.	Loss of rural setting of Grade II listed Barn acknowledged with identified level of harm to this asset reflecting the impact of built development within its wider agricultural setting. It is also recognised that the contribution from the retained Ashgrove Farm complex to the significance of the Barn will be maintained which reduces the overall level of impact as it will remain legible as part of a farmstead. The proposed restoration of the Barn has been based on a full condition and structural survey with existing materials reused where viable. Other associated structures of historic and architectural	No
STAT53	08/12/2025	Ministry of Defence		Response to consultation - Section 42 - 16	The application site occupies the statutory safeguarding zone(s) surrounding RAF Weston-on-the-Green. In particular, the aerodrome height and birdstrike safeguarding zones surrounding the aerodrome and is approx. 5km from the centre of the airfield. Summary of comments: - Further consultation at the detailed stage for proposals on birdstrike. - The proposed main site will occupy the height consultation zone within which the MOD must be consulted upon developments that are 45.7m, or greater, in height. - The proposed highway works will also occupy the height consultation zones within which the MOD must be consulted upon developments that are 15.2m or greater in height. - It will be necessary for the MOD to be consulted in advance on the use of any such tall construction equipment or temporal structures to be used during the construction of this development, to ensure defence capability and operations are not adversely affected. In summary the MOD has no concerns to the principal of the development at this location. However, the MOD should be consulted at all future stages for this proposed development to complete a full detailed safeguarding assessment.	The comments are noted with further consultation proposed at the detailed stage of design.	No

App 35 – s42 and other bodies list and consultation responses

STAT54	20/02/2026	West Northamptonshire Council	[redacted]	Response to consultation - Section 42 - 17	Summary of comments (based on stage 2 consultation documentation): - Highways – no detailed comments subject to further information on modelling being provided. - LLFA – no further comments. - Air Quality - there are no AQMAs within the district of WNC close to the development area. Acknowledge further details to be provided after highways modelling. - Heritage – potential visual impacts on Aynhoe Park (Grade II registered parkland and Grade I listed house) - Noise – comments on	- Highways – the Council are included within the Transport Working Group and have therefore been provided with the latest highways information. - LLFA – noted. - Air Quality – noted. - Heritage – Aynhouse Park and House are approximately over 4km from the Main Site and outside the study area which is 2km from the Application Site within ES Chapter 10. No further assessment is therefore proposed. - Noise: The properties in Kings Sutton on Wales Street are over 9km from the Proposed Development. The most recent round of noise mapping (Round 4) does not reflect that properties in Kings Sutton on Halestrap Way, Leadholm Close, and Wales Street are already impacted by rail noise. They are not identified as Noise Important Areas for Railway Noise. The closest properties to the rail line are located on Wales Street (number 54) and has an exposure of 55-60 dB $L_{Aeq,16\ hours}$ during the day and 50-55 dB $L_{night.}$ These exposure levels are below the respective SOAEL values of 65 dB $L_{Aeq,16hours}$ during the day and 55 dB $L_{Aeq,8hours}$ at night presented in Table 5.16 of Chapter 5 of the PEIR. As would be expected the noise exposure decreases with increasing distance from the railway line; at 50 Wales Street is in the 50-55 dB LAeq,16hours contour during the day and 45-50 dB L_{night} contour. Furthermore, the mapping indicates that Halestrap Way and Leadholm Close (where the dwellings are at least 250m from the tracks) have lower noise exposures of 45–50 dB $L_{Aeq,16hours}$ during the day and 40 - 45 L_{night} during the night, again below the SOAEL values presented in the PEIR chapter. It is considered appropriate to consider noise from trains as they are accelerating or decelerating when leaving or approaching the SRFI, as the resulting noise would be affected by the non-typical speeds. Beyond this distance, any noise from the trains would be similar any other train using that track, i.e., trains not associated with the proposed development. 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, for example south of Kings Sutton the Chiltern Main Line merges with the Cherwell Valley Line and therefore it would be expected that there is additional existing baseline rail traffic on the Cherwell Valley Line compared to that on the Chiltern Main Line. 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 of the PEIR, i.e. before effects are diluted by other rail traffic.	No

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.
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.	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.
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).

GENERAL including PRINCIPLE OF DEVELOPMENT

Page or Paragraph number/s	Topic	Summary of Key OCC/CDC comments and/or key paragraphs	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
7.1.23	Market Report	The Planning Statement and Rail Report submitted by the applicant envisage the OxSRFI serving markets in London and Birmingham along the M40 Corridor as well as other urban locations within Oxfordshire. If this is the case then it is envisaged that the location of the SRFI could fill the criteria of being located near the markets they serve. However, the councils have not been presented with a Marketing Report which is referenced in paragraph 3.9 of the submitted Planning Statement and so it is not explicitly clear which markets the SRFI would serve.	The NPS concludes there is a compelling need for SRFIs and strongly encourages an expanded network of SRFIs, and clearly OxSRFI would fill a gap in the current network. The Market Analysis Report (Document 7.1) defines a core market catchment area for OxSRFI broadly between junctions 9-11 of the M40 motorway. There is strong market demand in this catchment area, and an absence both of SRFIs and of an availability of strategic distribution sites on the M40 corridor as a whole. This market area also extends north to Birmingham, and south to north-west London. Demand will be driven by existing warehousing and manufacturing facilities in this area alongside that generated by occupiers on the OxSRFI itself. Demand from this area will grow as planned and speculative growth in the area takes place.	Additional information and details included within the Final Market Analysis Report.
7.1.24 – 7.1.26 and 7.1.46	RAIL and suitability of site	7.1.24 If Birmingham is to be one of the target markets for the SRFI then there are several existing SRFI in greater proximity to Birmingham (such as East Midlands Gateway, Northampton Gateway, and DRIFT) which are better placed to serve the market, particularly as these facilities are located adjacent to freight lines which are more active than the Chiltern Main Line. 7.1.25 If the target market is to be considered London, then the site's location approximately 50 miles from the outskirts of greater London via the M40 could not be considered 'near' to the target market. 7.1.26 Whilst the councils await further detail of the markets the proposed site would be intended to serve it is acknowledged that the location of the proposed SRFI would allow it to serve major urban centres such as Oxford, Northampton or Milton Keynes via the Strategic Road Network and as such is likely to be considered by the SoS to be located near major urban centres, particularly those within the South East. And… 7.1.46 The Councils require further evidence to be satisfied that the SRFI is located near to the market that it would serve in line with paragraph 3.103 of the NPS.	A Market Analysis Report (Document 7.1) has been prepared by JLL which sets out that the anticipated market area the OxSRFI scheme will serve, extends north along the M40 corridor up to Birmingham and south along the M40 reaching into North/ North-West London, absorbing the key logistics markets of Slough and Heathrow. This market area is a product of both the strategic accessibility of the Main Site alongside the lack of available facilities to access rail in this area – particularly to the South East. Whilst there are a number of SRFIs along the M1 corridor there are currently no rail terminals situated along the M40 corridor, despite it being a crucial arterial logistics route between London and Birmingham. Whilst the planned SRFI at Radlett could serve parts of the South East and London, it lies in the East of England Region and is relatively small in scale compared to other SRFIs. OxSRFI is in a unique strategic position. It lies in the south east of England at a location that can help serve the needs of the South East and London (addressing a key challenge identified by the NPS) whilst also able to harness demand generated from the Midlands region (paragraph 6.18). In addition, existing SRFIs do not reach the core market area of the OxSRFI, and furthermore fail to cover large parts of the wider catchment area defined above. There are other smaller rail terminals, but these do not have the capacity or modern facilities to serve the market needs appropriately and some are no longer fit for purpose. For example, a terminal in Swindon that was originally developed to serve the Honda plant, closed in 2021. Subsequently, the site has been purchased by the logistics developer Panattoni and is due to be redeveloped for up to 668,901 sq m of industrial and logistics floorspace, in a manner that would remove the opportunity for a rail terminal facility. In this regard the addition of a rail interchange at the OxSRFI site could provide the opportunity for rail access to the Swindon market that is currently outside any existing rail interchange catchment area, enabling more businesses to have the opportunity to adopt rail as part of their supply chain (paragraph 6.19)	Additional information and details included within the Final Market Analysis Report.
7.1.28 – 7.1.29 and 7.1.31 – 7.1.32	RAIL and freight paths/W8	7.1.28 Whilst it is acknowledged that based on previous SoS decision letters for SRFI, it is likely that the Network Rail position statement will be sufficient to provide the SoS confidence that the proposed development will meet the criteria of paragraph 4.89, the Councils remain concerned around the viability of the proposed freight paths. The Council's comments regarding rail can be found in section 8.2 below. 7.1.29 Broadly the Councils concerns relate to the viability of the site as a commercially attractive SRFI based on its siting on the Chiltern Main Line and the difficulty associated with pathing freight to this location from deep seaports. 7.1.31 Paragraph 4.82 of the NPS outlines that SRFI need to be located on route with at least W8 clearance. The Councils note and acknowledge the Network Rail position statement which indicates that a gauging study has been undertaken which outlines that W8 gauge clearance can be achieved on routes to and from the site, but that this would require works to be undertaken to Ardley Tunnel to ensure that there is clearance for W8	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 following points are directly relevant to these concerns: • 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 Government in the NPS. It is identified because it is suitable for intermodal freight.	

Page or Paragraph number/s	Topic	Summary of Key OCC/CDC comments and/or key paragraphs	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
		gauge. The Councils also note that Work No.38 as identified in Schedule 1 of the DCO would secure these works. Given this the Councils are content that the proposed development would meet the gauging criteria outlined in paragraph 4.82 of the NPS. 7.1.32 However, as is outlined in section 8.2 below the Councils have concerns that the site only being served by W8 gauge clearance would impact the commercial viability of the SRFI. As outlined above if the site is not commercially attractive it will not address the need for intermodal freight terminals established within section 3 of the NNNPS.	• 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 within 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) to be carried on low platform wagons.	
7.1.35 and 7.1.38 - 7.1.40	DCO DRAFTING re: Rail and timing of terminal connections to rail network	7.1.35 The Councils note the inclusion of a Grampian Requirement at Requirement 5 of Schedule 2 of the DCO which would limit to amount of warehousing floorspace that could be occupied within the site to 232,258 square metres until a freight terminal capable of handling four 775m trains per days has been constructed and is available for use. 7.1.38 The Grampian Requirement 5 as drafted within the draft DCO does not provide the Councils with sufficient certainty that the required inter-modality could be achieved. The drafting outlines that the restriction on occupation only 'until the rail freight terminal which is capable of handling a minimum of four 775 metre trains per day and the associated rail infrastructure required for those purposes has been constructed and is available for use'. 7.1.39 The wording of the Requirement does not explicitly reference the connection of the rail terminal to the Chiltern Main Line. As such a situation could arise where the terminal is constructed and 'available for use' but is no able to be used as it is not connected to the freight network..... 7.1.40 Furthermore and in support of this point, the last sentence of paragraph 4.88 outlines that the 'applicant should provide evidence of discussions and demonstrate agreement with Network Rail regarding the planned timeframe for the delivery and commissioning of rail network connections.' Based on the Agreed Position Statement with Network Rail included in the Phase 2 consultation documentation there is not yet an agreed 'connection date' with Network Rail (i.e a timeframe for the delivery and commissioning of the rail network connections). Without this certainty, the currently proposed wording of the Grampian, which does not explicitly limit occupation until after the rail terminal has been connected to the network, would not provide the SoS with certainty that operational rail connections would come forward in a timely manner as is required by paragraph 4.88.	The proposed floorspace limit refers to the presence of an available terminal which is connected to the rail network (Chiltern Line). The Applicant will review the drafting of the DCO to ensure clarity, but the proposal and DCO as drafted would not allow the scenario of concern to OCC/CDC, as the rail terminal would only be 'available for use' once the rail connections are in place. Draft DCO Requirement 5 states: *"5. No more than 232,258 square metres of warehouse (including ancillary office floor space but not including mezzanine floor space) to be provided as part of the authorised development may be occupied until the rail freight terminal which is capable of handling a minimum of four 775 metre trains per day and the associated rail infrastructure required for those purposes has been constructed and is available for use."* The supporting text in the Explanatory Memorandum (page 43) explains this as follows: *"Pursuant to this Requirement, no more than 232,258 square metres of warehouse (including ancillary office but not including mezzanine floor space) floor space to be provided as part of the authorised development may be occupied until the rail freight terminal which is capable of handling a minimum of four x 775 metre trains per day and the associated rail infrastructure required for those purposes has been constructed and is available for use.* *This ensures that the rail freight terminal is delivered prior to a significant amount of the warehousing and therefore means that the undertaker cannot deliver the warehousing without ensuring that the rail freight terminal is available and capable of handling at least four trains per day."* The scheme is entirely consistent with para 4.88 and all other requirements of the NPS regarding rail capacity, connectivity and availability.	
7.1.43 - 7.1.44	Potential impacts with proposed Heyford Park new application for 9,000 homes and the New Town taskforce for 13,0000 homes	7.1.43 Paragraph 4.83 of the National Policy Statement states SRFIs tend to be large scale commercial operations, which are most likely to need continuous working arrangements (up to 24 hours). By necessity they involve large structures, buildings and the operation of heavy machinery. In terms of location therefore, they may not be considered suitable adjacent to residential areas or environmentally sensitive areas such as National Parks, the Broads and Areas of Outstanding Natural Beauty. However, depending on circumstances, appropriate mitigation measures may be available to limit the impacts of visual intrusion, noise and light. 7.1.44 Given the NPS recognises that SRFI's need continuous working arrangements and may not be suitable to adjacent to residential areas, both CDC and OCC request further information on the noise, air, and light impacts on the residential dwellings forming the basis of submitted application (LPA Ref; 25/02190/Hybrid) at Upper Heyford.	It is important to note that the NPS does not require potential effects on residential areas to be eliminated but to be limited through mitigation. Many other consented and operational SRFIs are close to residential areas. The ES considers potential effects on existing or 'committed' residential developments, including such sites in or close to Heyford Park. It is unusual to be expected to consider through an ES potential future properties on unallocated, unconsented sites which may be approved and one day be developed but about which there is currently no certainty and little confirmed detail. However, the Applicant has agreed to include, in a proportionate way, consideration of the emerging additional large-scale residential development at Heyford Park as part of the cumulative effects in the ES. Some of the changes proposed to the OxSRFI scheme post the Stage 2 (statutory) consultation include extending the width and increasing the height of part of the earthworks bund adjacent to Heyford Park in the south-west of the Main Site to help to further reduce potential adverse effects on future receptors in Heyford Park (relevant and positive with regard to consented as well as potential future development parcels in the 'new town').	Yes – amendments to the earthworks bund in the south-west corner of the Main Site to increase the width and height of the bund in that area adjacent to Heyford Park.

Page or Paragraph number/s	Topic	Summary of Key OCC/CDC comments and/or key paragraphs	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
			The Applicant would also underline that the potential for the OxSRFI scheme has been in the public domain since 2019/20, sometime in advance of the emerging current 'new town' proposals, and so assumes that similar questions or requests relating to 'cumulative' issues are being put to the promoters of planning proposals nearby where submitted evidence deals with sites in isolation from OxSRFI.	
7.1.45	Justification for scale of warehousing proposed	Paragraph 4.83 of the NPS refers to SRFI's tending to be large scale operations. The NPS does not however prescribe an upper or lower limit on the amount of warehouse floorspace required to operate an SRFI. Paragraph 3.8 of the draft Planning Statement sets out a description of the proposed SRFI scheme. It states that one of the main components is up to 603,850 sqm of warehousing and ancillary buildings plus up to 201,283 sqm of additional floorspace in the form of mezzanines. As the mezzanine will form part of the primary use of the development (Use Class B8) they should be included as part of the overall Use Class B8 floorspace proposed. Further justification should also be provided on why this level of warehouse floorspace is required given the environmental harm that would arise from such a large level of development.	The description of development (see ES Chapter 2), deals with the proposed mezzanine space in the same way as other consented SRFIs have dealt with it - the proposals, including the Parameters Plan (Document 2.5), are explicit about the floorspace proposed including reference to the up to 201,283 sq.m. of mezzanine floorspace. This space, where required by occupiers, is usually used very differently to standard floorspace, and is assessed differently in the TA as result of this (because it is often not used as intensively as standard floorspace), and so it is common practice to distinguish the 'footprint' floorspace from the mezzanine in the manner of ES Chapter 2. The scale of the development has evolved in response to an iterative design process which has seen assessment, redesign and further assessment to arrive at the Parameters and scale as currently set out. This process is explained in the Main Site DAD (Document 5.8A). The ES demonstrates there are relatively few significant likely environmental effects from the scheme as proposed which can be accommodated in an appropriate way and doesn't suggest there is any need to reduce the scale of development proposed. The residual harms caused will be weighed against the benefits as part of the decision-making process, but the ES when taken as a whole, strongly demonstrates that the benefits clearly outweigh any relatively limited likely harms or adverse impacts. The scale of development proposed is also consistent with other SRFIs, and reflects the significant investment required in infrastructure (including rail), and also the scale of the need for additional strategic, rail-served distribution warehousing.	
7.1.49	Concluding comments on the principle of development	In addition to addressing the concerns listed above with the principle of the development, the applicant must be demonstrated that there are no significant adverse environmental impacts that cannot be appropriately managed and/or mitigated through the DCO process. The topic sections of below therefore consider the potential impacts of the development and will discuss the adequacy of any proposed mitigation measures.	Each ES chapter assesses the residual effects of the Proposed Development in respect of their topic, with mitigation measures set out.	

DESIGN

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.1.7 – 8.1.8	Design Code	8.1.7 The Design Code will identify the coding principles to be referenced within the design of each building and its plot layout, The overall objective will be design buildings that respond to the needs of future occupiers needs and be flexible and functional. In the design evolution of each building, high quality design, placemaking, connectivity and wellbeing will be key drivers, as outlined within the Design Approach Document. 8.1.8 Cherwell's Urban Design Officer has considered the details presented and considers that the scheme has been developed through an iterative process of design and assessment. The Urban Design Officer considers that the scheme has been generally well integrated into the landscape, particularly through the re-use of the listed farm building, retention of existing planting, new planting and the creation of new pedestrian and cycle routes.	The Applicant acknowledges the positive comments in relation to the Design Code.	
8.1.9	Strategic planting	Strategic planting associated with the road, pedestrian and cycle network and bunding will need to be implemented at an early stage in the life of the project.	The strategic mounds will be implemented across the Main Site within the earlier stages of development as shown within the CEMP (ES Appendix 2.3).	
8.1.10	Coding principles and Environmental Colour Assessment	If future proposals do not accord with the coding principles, clear justification must be provided, and it must be shown that any alternative design solution will in no way undermine key design objectives expressed throughout the Design Code. In relation to the scale, height and massing of the proposal as well as appearance and materials , the Design Approach Document states that the banding colours on the warehouse will grade from darkest at ground level up to the lightest colour at the parapet line, with the objective being that this would visually soften the building's form against the skyline. Cherwell would add to this point that the exact colours should be informed by an Environmental Colour Assessment (ECA) that should be in accordance with the Landscape Institute Technical Note 04/2018.	The detailed design of the warehouses will be submitted in response to the relevant DCO requirements, which will need to accord with the Design Code in the Main Site DAD (Document 5.8A). An Environmental Colour Assessment (ECA) (Document 5.5A) has also been prepared and submitted with the DCO submission. The ECA has identified that the landscape context is not designated, highly distinctive or overly sensitive. Colours identified in the landscape are varied, frequently seasonal and ephemeral in nature. Trends and themes have been identified within the sampled colours, but the ECA does not mandate that specific colours or combinations must be used. Overall, the ECA concludes that a carefully managed gradation from darker tones at the base to lighter tones at the ridge is recommended, ensuring that the development remains visually integrated with both landform and sky and that buildings sit comfortably within the landscape.	Additional information and details included within the Environmental Colour Assessment.

TRANSPORT & ACCESS – RAIL (Note: separated from transport for ease of reference)

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.2.99 – 8.2.110	Pathing	8.2.99 In the applicant's pathing report it has been indicated 4 possible paths were available from Crewe to the application site. Connections to Crewe have the potential to provide connectivity to Teesport but would be reliant on paths between Teesport and Crewe. Evidence for this has not been provided within the applicant's submitted documentation. 8.2.100 Connections to Felixstowe would also be difficult and do not seem to have been considered a viable option by the applicant as they are not referenced within any of the applicant's consultation material. The logical connection between Felixstowe and Oxfordshire would by the EWR line once this has been completed. The location of the facility on the Chiltern Main Line would make a connection to the EWR line challenging due to the difficulty of connecting the Chiltern Main Line to the Cherwell Valley Line (discussed below). 8.2.101 The closest deep seaport to the application site (and to Oxford) is Southampton. Currently freight from Southampton either moves through Oxfordshire to existing SRFI in the midlands via the Cherwell Valley Line or makes use of HGV's via the A34 and M40. 8.2.102 As the GB Railfreight statement outlines Southampton is only 80 miles from the application site and would logically seem to be the most viable deep seaport to connect to. As previously indicated the Cherwell Valley Line, which runs through Oxfordshire, is the main avenue for rail freight coming from Southampton and would be the obvious route for rail freight from the port to access the County. Unfortunately, due to the inadequacy of existing rail infrastructure it is not possible for a train heading northbound along the Cherwell Valley Line to easily access the Chiltern Main Line. This includes capacity constraints to the north of Oxford, as well as the need for train reversing movements in the Banbury area that are likely to impact on operations of existing services. 8.2.103 The alternative proposed by the pathing document within the consultation material is a path which utilises the Great Western Main Line from Reading to the Greenford Branch Line. The path then uses the Greenford Branch Line to join to the Chiltern Main Line and there on access the site. The pathing report indicates that this route only provides one possible return path per day which would require significant modification of existing timetabling. 8.2.104 The Council notes that the section of Great Western Mainline between Reading and West Ealing is used extensively by Elizabeth Line services which take up significant capacity on this line. This would result in a bottle neck in the route which is contrary to paragraph 3.93 of the NNNPS and would not result in a 'safe, direct and efficient freight route' which is contrary to paragraph 3.92 of the NNNPS. The Council therefore think it will present a significant challenge for a freight operator to be able to find regular paths via this route to the OxSRFI which will prevent the OxSRFI from being able to reliably receive freight from Southampton contrary to what is claimed by GB Railfreight at paragraph 54 of their statement. 8.2.105 It is worth noting that the Council has similar concerns around the paths proposed from Wembley which also make use of the Great Western Main Line. This concern is not alleviated by the fact that GB Railfreight have existing trains using these routes which are anticipated to be unnecessary by the time the OxSRFI is operational as there is no certainty that these paths will definitely be allocated to freight traffic to the OxSRFI. 8.2.106 This raises doubt as to the viability of the OxSRFI as it will not be able to receive freight from the closest deep seaport. It also means that the scheme is not likely to result in a significant reduction of HGV traffic along the A34 which means that the County would not directly benefit from the intermodal benefits that could result from an SRFI. 8.2.107 The Council has previously indicated to the applicant that a viable route that would allow regular freight traffic to access OxSRFI could be established by an investment in a run around to the north of Banbury connecting the Cherwell Valley Line to the Chiltern Main Line. This would allow northbound trains on the Cherwell Valley Line	*Paths between Crewe and Teesport:* At this stage, the planning requirement is to confirm whether four daily out-and-back paths between OxSRFI are likely to be accommodated within the timetable through standard processes. This has been thoroughly assessed (see PRA report) and the conclusion is unequivocal that four circuits can be reasonably expected to fit within the timetable framework. Attempting detailed future pathing on other routes, years in advance, would be: • speculative • technically unsound • contrary to normal timetable planning practice Timetables evolve continually and Network Rail cannot provide granular pathing certainty several cycles ahead. What matters is that the structural feasibility exists, which it does. From Crewe, onward flows to ports such as Liverpool are supported by generous turnaround windows, providing operational resilience and flexibility. GBRf considers it likely that these flows could be accommodated through routine timetabling. There is no further evidence to add regarding Teesport at this stage. *Connections with Felixstowe and the Chiltern/Cherwell Valley interface* Services between OxSRFI and Felixstowe are feasible and commercially likely. Northbound paths via Water Orton, Leicester, Peterborough and Ely provide a robust routing option, all well understood and regularly used for other freight flows. Chiltern Main Line Access Accessing the Chiltern Main Line is not inherently difficult and compares favourably to access arrangements for terminals GBRf already serves. The UK network is full of similar junction constraints, all routinely managed within the timetabling process. Future routing flexibility is strong: • West Midlands connections support flows to Liverpool, Felixstowe and potentially East Coast ports. • Southbound connections to Wembley, Gateway, Felixstowe and Southampton remain entirely feasible within the legal parameters of the Network Code. Timetables are not fixed entities. A 2026 timetable is not a template for 2027 or beyond. Freight cannot be constrained by the argument that "current patterns must continue"; that is wholly inconsistent with the model shift and freight growth objectives mandated by Government. *Southampton access and capacity north of Oxford* The analysis 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.	

		to access the Chiltern Main Line without needing to use the Great Western Main Line. Without this investment in additional rail infrastructure the Council does not believe there would be a viable path that would allow the OxSRFI to access the freight market coming out of Southampton. 8.2.108 Given the importance of access to deep sea ports outlined within the NNNPS as well as the applicants own consultation materials, the Council at this stage are concerned that the OxSRFI would not be an attractive option for freight customers and as such may not result in the modal shift expected to be resultant from a SRFI. 8.2.109 In order to alleviate these concerns the Council would expect the applicant to demonstrate with a degree of certainty that a significant number of the 4 trains expected to use the site could arrive from, and depart to, one of the major deep seaports in a frequent and viable manner. 8.2.110 Given the Council's concerns around the capacity of the Great Western Main Line between Reading and West Ealing, the Council also request that the applicant demonstrate that the SRFI is still able to accommodate 4 trains per day without making use of paths which utilise this route. For example, we would want to see evidence that freight trains could safely and effectively operate along the Cherwell Valley Line and turn around in the Banbury area without impacting on existing services, including understanding any required further rail infrastructure needed to facilitate this, as well as recognising the gauging points noted below.	*Elizabeth Line capacity issues* While the corridor between Reading and Acton is busy, it is not saturated. Reserved capacity, long-standing freight windows and the ability to adjust passenger timings all provide operational scope. The Elizabeth Line's impact is most relevant to Southampton flows only, not to flows from other deep-sea ports. *The proposed Banbury run-around* The Applicant disagrees with OCC's suggestion of building new infrastructure north of Banbury. The current Banbury Down Goods Loop already provides: • a length of 806m • the ability to run-round 750m intermodal trains This is sufficient for operational flexibility. However, both-way movements through Banbury Platform 1 would introduce a known pinch-point at certain hours, making this a suboptimal primary routing choice. This reinforces the strategic sense of routing via Reading and the GWML instead. *Re-use of Wembley paths* The availability of retired GBRf paths is not a critical dependency for OxSRFI. The route south to Wembley retains sufficient structural capacity for freight growth. Network Rail routinely: • removes unused operator paths, • converts some into strategic freight capacity, and • adjusts passenger services to comply with the Network Code. The Government's statutory freight growth targets for 2029 and 2050 ensure Network Rail must prioritise freight-supportive capacity planning. *Demonstrating frequent connections to major deep-sea ports* At this planning stage, it is not required, nor methodologically appropriate, to specify detailed future train plans for individual ports. Such detail would be premature and could distort assessment, especially given differences in container height, wagon type and routing options. However, structurally, 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. *Avoiding the GWML between Reading and West Ealing* Flows to Liverpool and Felixstowe do not require the GWML. However, there is also no operational reason to avoid the corridor. It is a core part of the UK freight network, and GBRf will use it where commercially and operationally appropriate.	
8.2.111 -	Gauging	8.2.111 Another issue which may affect the viability of the proposed SRFI is the lack of sufficient gauge clearance. 8.2.112 The National Policy Statement for National Networks at paragraph 4.82 outlines that as a minimum SRFI should be located on a route with a gauge clearance of W8. It is acknowledged that the Agreed Position Statement with Network Rail confirms that gauge clearance of W8 is possible on the Chiltern Main Line following works to the Ardley Tunnel. The Council have no reason to disagree with Network Rail on this issue and are not contesting that the proposed development would not comply with paragraph 4.82 of the NNNPS as far as that paragraph relates to the requirement to achieve W8 clearance. 8.2.113 However, the Council is concerned that if the SRFI is only capable of being served by trains with a W8 gauge clearance this will impact the attractiveness of this facility to potential customers. 8.2.114 The applicant's Rail Report at paragraph 6.3.2 outlines the difficulty of accommodating modern deep sea shipping containers on much of the rail network.	The Applicant acknowledges the limitations of W8 gauge clearance on routes serving OxSRFI. However, it is important to emphasise that this constraint is well-understood, long-standing, and already accommodated successfully across multiple parts of the UK rail freight network. OxSRFI is intended to attract flows of standard ISO deep-sea containers, most commonly 40-foot, 9'6" high "high cube" units. These are the predominant cargo type entering the UK's major deep-sea ports from the Far East and Indian Subcontinent. The key point is that these containers can be conveyed safely and efficiently on low-platform wagons, a solution that has been in mainstream use for over three decades. *Low-liner Wagons Are Standard Practice, Not Specialist Equipment* The FLA low-liner wagon provides an instructive comparison. With 540mm wheels and a deck height of 715mm, it offers a significantly lower carrying height than a traditional	

		These intermodal deep sea containers require a gauge clearance of W10/12 if they are to be transported on a conventional truck. 8.2.115 The Council notes that all of the SRFI approved by the SoS since the introduction of the NSIP regime have been on sections of line served by a minimum gauge of W10. This means that intermodal containers have been able to reach these facilities on conventional trucks. It also means that the adequacy of W8 gauge for a modern SRFI has not been subject to the scrutiny of an Examining Authority or the Secretary of State. 8.2.116 It is also noted that Radlett (Park Side) SRFI, which was submitted under the TCPA prior to the adoption of the Planning ACT 2008, was conditioned via a Grampian to ensure that the whole site could not be occupied until works were completed to ensure that the Midlands Main Line was served by W10 gauge clearance. 8.2.117 It is clear then that W10 gauge clearance has been the industry standard for SRFI since at least 2008 to allow them to make the most of intermodal connections. 8.2.118 In their Rail Report the applicant outlines that there are solutions to this issue which either involve investment in rail infrastructure to secure the appropriate gauge or investment in specialist trucks with a dropped bed to allow intermodal containers to achieve the appropriate clearance. They then list examples of where SRFI such as DRIFT have used such specialist equipment to allow connections to places such as Cardiff which are served by W8 gauge lines. 8.2.119 However, it should be noted that these journeys are the exception, and DRIFT is capable of (and frequently does) receive W10/12 gauge intermodal trains. As such the business model for DRIFT does not rely on W8 gauge trains, it has simply been able to add W8 gauge services on top of its other services. 67 8.2.120 In comparison, the OxSRFI will be reliant from the off on investment in specialist and costly trucks and wagons to allow intermodal containers to access the site. Not only this but dropped bed trucks capable of allowing intermodal containers to make use of W8 gauge can only carry half as many containers per truck as a conventional flat bed truck at W10/12 gauge. The combination of these factors reduces the attractiveness of the OxSRFI to customers due to the increased cost associated with overcoming this issue. 8.2.121 If the freight terminal is not attractive to customers and therefore not used, a situation could arise whereby the full warehousing space is occupied but without the benefit of the modal shift provided by the terminal. Without this the need established in the National Policy Statement will not be addressed and any positive weight given to the development could not be used to weigh against harm identified elsewhere within this response. 8.2.122 Given this the Council would suggest an amendment to Requirement 5 of the Draft DCO. The Council would suggest that as well as the requirement to provide the appropriate rail infrastructure and connection to the main line prior to the occupation of more the 232,258 square metres of warehouse (see Section 6 of this response for the Council's comments on the current drafting of this condition), an additional commitment is added to the Grampian that the additional warehousing could not be constructed until evidence has been presented to the LPA that contracts have been agreed which would result in at least 4 trains per day making use of the terminal. 8.2.123 This would ensure that any potential environmental harm from the scheme is limited until the national need for functioning intermodal freight interchanges has been met.	920mm-wheel/1,155mm-deck wagon. This enables 40' high-cube containers to be transported within W8 gauge constraints without modification to the infrastructure. The additional maintenance cost associated with low-liner wagons is marginal in the context of total service operating costs, which are dominated by traction, fuel, crew and locomotive leasing. The maintenance difference is trivial compared to the commercial returns associated with new intermodal flows. Crucially, low-liner wagons confer a commercial advantage: their ability to access a wider range of routes increases network flexibility and supports the industry's strategic aim of modal shift from road to rail. As national demand for rail freight grows, GBRf expects to increase its low-liner wagon fleet irrespective of the OxSRFI project. This is an industry-wide trend. <u>*Established, Proven Technology, Not an Experiment*</u> The FLA wagon family has been in continuous use since 1989/90. Freightliner's substantial order in 2004/05 further cemented its role as a core part of the UK intermodal fleet. Operators, maintainers and infrastructure managers all have long-established experience of working with this rolling stock type. There is no technology risk, no learning curve, and no performance uncertainty. In summary: • W8 gauge does not diminish the viability or attractiveness of OxSRFI. • The wagon types required are commonplace, proven, widely available and industry-standard. • Any cost differences are marginal and do not affect commercial decisions. • Network flexibility gained from low-liner wagon capability is a strategic advantage, not a liability.	
8.2.124 – 8.2.125	Modal shift	8.2.124 The need established by the National Policy Statement for Rail Freight Interchanges is due to a need to allow modal shift from road to rail. This is an aspiration shared by OCC. 8.2.125 However, due to the combination of concerns outlined above relating to pathing and gauge the Council has concerns that the proposed OxSRFI will not be able to achieve the modal shift required to address the need for SRFI outlined within the National Policy Statement. The Council has suggested how the applicant could overcome this concern above and urges the applicant to make the changes and provide the supporting evidence outlined above.	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 following points are directly relevant to these concerns: • 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 within 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) to be carried on low platform wagons. The Secretary of State has been clear with regard to the origins and destinations served by SRFI that *"The Applicant's view that no SRFI would be capable of providing the origin and destination information at this point of the development, given it is entirely dependent upon the occupants [of the development] and their operations, is accepted by the Secretary of State and he agrees with the Panel that this is a valid explanation as to why more certainty cannot be provided."*[1] It would be unreasonable to expect ORL or GBRf to know in detail several years ahead of opening where trains will specifically operate to and from. *([1] Northampton Gateway SRFI DCO Decision Letter 9 October 2019 para 30)* On the wider point regarding network capacity, the Secretary of State has again been clear in his determination of the Northampton Gateway SRFI that: *"The Secretary of State notes that paragraph 4.89 of the NPSNN [2014] requires the Proposed Development to be capable of running four trains per day as a minimum. He also notes the concerns raised by a number of Interested Parties that the rail system will not be able to cope with the additional projected use by the Proposed Development. Consideration has been given to the reports commissioned by the Applicant from Victa Railfreight and GB Railfreight (collectively, "the Rail Reports"), which assessed capacity on the West Coast Main Line ("WCML") to accommodate the additional freight paths to serve the Proposed Development. The Secretary of State notes that both firms operate within the freight sector and he agrees with the Panel that a high degree of reliance can be placed upon the reports produced.* *The Secretary of State notes and agrees with the Panel's conclusion at the first bullet point of PR 5.4.52 that although no absolute certainty can be provided regarding capacity it is, on the balance of probabilities, feasible that the Proposed Development could be connected to the rail network and capable of being served by four trains per day.* *The Secretary of State notes the Panel's conclusion that the aspirational 16 trains per day is more uncertain. The Secretary of State however agrees with the Panel that the uncertainty caused by likely constraints and competitions on the network and the unknowns regarding how the network will accommodate future growth has to be set against the Government's ambition, set out in paragraph 2.53 of the NPSNN, that it is important to facilitate the growth of the intermodal rail freight industry to support a low carbon sustainable system that is the engine for economic growth."*	
8.2.126 – 8.2.131	Ardley station and capacity on Chiltern Main Line	8.2.126 In August to September 2025 OCC consulted on a new daughter document to the Local Transport and Connectivity Plan. This document, OxRail: 2040, outlines the Council's ambitions for rail over the next 15 years including investment in existing facilities, supporting electrification of the rail network within Oxfordshire, and investing in new railway stations to create an 'Oxfordshire Metro'. OxRail: 2040 is expected to be adopted by OCC in November 2025. 8.2.127 One of these railway stations is proposed for Ardley. A previous railway station served Ardley until the 1960s and the location of this station was to the south of Ardley on the northern side of the Chiltern Main Line directly opposite the site of the proposed SRFI. 8.2.128 In October 2025 the Government's New Town Task Force published its recommendations for locations for 12 new towns in England. The report recommended the site of the former airbase at Heyford Park for one of the new towns and outlined that the site had potential for around 13,000 homes. In addition to this there is an application	It is neither possible nor appropriate, to provide assurances about hypothetical future passenger service aspirations. Freight paths will be negotiated to: • comply fully with Timetable Planning Rules, • sit correctly within established headways, and • not to contravene any capacity protections. Future passenger or freight open-access bids cannot be foreseen and cannot legally be protected in advance. The Network Code operates on a "bid and prioritisation" basis, not on speculative future reservation.	

		currently being determined by Cherwell District Council for c.9,500 homes on the same site. 8.2.129 In order to address the predicted increase in housing in this area as well as to serve the existing local communities, the Council is seeking to promote a railway station near Ardley. 8.2.130 In both the applicant's Rail Report (section 6.8) and the Agreed Position Statement with Network Rail (paragraph 6) the applicant has indicated that the proposed SRFI would not hinder the delivery of a station at the site of the former Ardley Station and in fact would potentially aid in its delivery due to rail infrastructure being installed as part of the applicant's work. Whilst this is appreciated the Council has not yet undertaken work to assess the viability of the former Ardley Station site for a modern railway station. It is possible that a different location will be required for the station and the proposed SRFI reduces the land available for this station. 8.2.131 The Council will undertake work to assess potential locations for the Station as soon as it is able. If this work is completed in advance of the applicant submitting their proposal to the Planning Inspectorate, then OCC would seek a dialogue with the applicant to ascertain the potential impact their scheme would have on delivering a new station at Ardley. 8.2.132 Another concern in relation to not only Ardley Station, but also the ability to operate existing and increase passenger services more generally on the Chiltern Main Line, is capacity. Increasing freight services on the Chiltern Main Line would result in reduced capacity for passenger services. OCC's Freight and Logistics Strategy at page 22 outlines that 'Whilst our priority is to support the mode shift of freight to rail, it is important that this does not affect our passenger rail network.' OCC therefore requires robust evidence from the applicant that the provision of 4 return freight paths per day along the Chiltern Main Line will not adversely impact the capacity on the Chiltern Main Line to the point where additional passenger services are not possible.		

TRANSPORT & ACCESS

A full response is provided within ES Chapter 3 (Transport) – please see the summary below:

Subject/Comment	Response / Action Taken	Changes to the scheme post Stage 2 consultation which relate to the comment
Summary		
"There has been extensive engagement with OCC and National Highways officers through the Transport Working Group. The approach to testing the peak hour traffic impact in terms of capacity is agreed, but some scenario testing has yet to be done, including opening year and 'with travel plan' scenarios. Further cumulative scenarios to include other development proposals in the area are likely to be required for the Examination in 2026."	The opening year and with travel plan scenarios have been completed, along with the agreed cumulative assessment scenarios, and are report upon within the ES and the TA (ES Appendix 3.1).	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"The Public Transport Strategy is agreed by officers, and contributions are offered to allow the site to be connected to Bicester and Heyford Park on a half-hourly service including early and late and weekend services."	Noted agreed.	
"Significant traffic mitigation would be provided as part of the scheme, including extensive changes to M40 J10, a change to the A34 approach to M40 J9, a by-pass for Ardley in Phase 1 and a relief road for Middleton Stoney in Phase 2, which would be accompanied by pedestrian improvements in Middleton Stoney village. The new roads are considered by officers to be a requirement for environmental reasons and in the case of Middleton Stoney, to enable the development to be served effectively by bus."	Noted and agreed.	

"Highway works general arrangements have been reviewed by officers and are considered acceptable subject to review of further detail and detailed capacity testing, consideration of lower speed limits, and review of the lighting strategy."	Detailed capacity testing has been undertaken and is reported in the TA (ES Appendix 3.1). Separate meetings took place with OCC to review speed limit and lighting street. The result of that, was agreed to lower the speed limits on some of the local roads surrounding the OxSRFI, particularly those roads which are lighting trafficked and suitable for on road cycling.	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"Further mitigation on the B4030 corridor towards Bicester is still being discussed with officers."	Following further detailed assessment work, an active travel and highway capacity improvement scheme has been identified at the A4095/B4030 roundabout.	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"Significant improvements to public rights of way connectivity in the area are proposed, but there are some gaps and queries highlighted in this report, which should be the subject of further discussion ahead of the DCO submission."	Further discussions were undertaken with OCC to address the queries, and some changes have been incorporated into the PRoW proposals. Some of the PRoW works have been brought forward into Phase 1 of the highways works (see ES Appendix 3.1 – part 1 of 11) to address the gaps.	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"Cycle facilities would be provided through the site and on adjacent and new roads, but a commuter-style cycle route to Bicester is not currently proposed. Officers consider that this should be provided and further information is expected."	The OxSRFI – Bicester cycle route has been further development in consultation with OCC to ensure that the route will provide the required commuter utility. That work is summarised in the STS (see ES Appendix 3.1 – part 1 of 11).	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"All post completion lorry movements would be routed directly to M40 J10, enforced through physical measures and cameras, and villages accessed north of the site from the B430 would be protected by environmental weight limits as part of the Development Consent Order. The details of the proposed environmental weight limit areas are still being reviewed by officers."	OCC have confirmed agreement to the proposed environmental weight limit area. In addition, additional APNR cameras are now proposed on the B4100 north of the A43 Baynard's Green junction to future enhance the enforcement the HGV routing restrictions.	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).
"Construction routes and accesses would not be fixed by the DCO but would be subject to later approval for each element of the project. Officers require this to be considered ahead of the DCO submission and restrictions set out in the overarching CEMP or an overarching CTMP."	The CEMP (ES Appendix 2.3) is secured by DCO requirement. Requirement 10(2) point r requires compliance with the HGV routeing requirements set out in the overarching CTMP. The CTMP is appended to the TA (see ES Appendix 3.1 – part 10 of 11).	
"Primary vehicular access would be via a signalised roundabout on the B430 immediately south of the Chiltern main line. The Ardley bypass would lead from this roundabout, with the current B430N being closed to motor traffic at this point."	Correct.	
"Secondary vehicular access at the southern end of the development would be for bus and active travel only."	Correct.	
"The number of car and cycle parking spaces is not specified. This is likely to be the subject of further detailed submissions and officers will expect it to confirm to OCC Parking Standards."	The masterplan (Document 2.6) is illustrative and the quantum of parking is not yet defined but would be the subject of detailed submission at the appropriate time.	
"A Framework Travel Plan is being reviewed by our Travel Plans team."	The Applicant met with OCC to discuss the Framework Travel Plan (see ES Appendix 3.2 for the TP) on 27 January 2026. During that meeting OCC indicated that their agreement to the document, pending a final review. OCC confirmed agreement of the Framework Travel Plan via email on 27 February 2026.	Additional information and details included within the Final ES Chapter 3 and TP (ES Appendix 3.2).
"The assessment of environmental impact of traffic across the day has not yet been completed and is subject to the further scenario testing mentioned above. Whilst not falling within the transport chapter, the Noise and Vibration Chapter states that the noise impact of traffic has not yet been assessed."	Following completion of the agreed scenario testing, all environmental impacts assessment work has been completed and is reported on in the appropriate chapters of this ES.	
"Officers have concerns about the impact of construction traffic on the B430 through Ardley, ahead of the opening of the Ardley bypass. A haul route on the alignment of the bypass should be considered – further information is required."	The impact of construction traffic through Ardley village ahead of the opening of the bypass has been fully assessed within the appropriate chapters of this ES, and no significant adverse effects are identified. The Applicant also met with OCC to discuss concerns over the narrow carriageway width at the Ardley Station Bridge on the B430. This has resulted in a proposed package of additional mitigation measures on the B430 at the bridge during the initial construction stages. Those measures are summarised in the CTMP (see ES Appendix 3.1 – part 10 of 11).	Additional information and details included within the Final ES Chapter 3 and TA (ES Appendix 3.1).

"A Sustainable Transport Working Group is proposed to monitor the travel plan and HGV routing Strategy. Terms of reference will need to be agreed ahead of the DCO submission. A S106 contribution will be required to cover the cost of monitoring by OCC."	Further engagement with regards to the terms of reference has taken place between the Applicant and OCC. The proposed terms of reference are set out in the DCO Schedule 2, Part 3.	
"OCC has concerns about the viability of the site an intermodal freight terminal based on the freight paths proposed by the applicant and due to the inability to achieve a gauge clearance greater than W8."	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 following points are directly relevant to these concerns: • 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 Government 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 within 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) to be carried on low platform wagons.	
"OCC also has ambitions to deliver a new station at Ardley. It is possible that this station will not be at the site of the former Ardley Station. OCC will undertake further work to shortlist potential sites for the Ardley Station."	The site of the former Ardley rail passenger station falls outside of the OxSRFI application site boundary. 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.	See the Passenger Rail Station Note (Document 5.4C)

AIR QUALITY & ODOUR

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.3.17	Conclusions on Air Quality and Odour	As the impacts on odour arising from the partial excavation of the Ardley Landfill site remains to be determined along with the impact on air quality arising from road traffic emissions for the operational phase, it is not possible to determine whether paragraph 5.12 and 5.13 of the NPS have been accorded with.	The Applicant has undertaken an odour assessment to consider the odour impact of the landfill excavation and reprofiling on the amenity of existing sensitive receptors with details of the assessment included within ES Chapter 4 (Air Quality and Odour). The assessment within the ES has relied on a number of tools, including a detailed atmospheric dispersion modelling assessment of the landfill, analysis of historical complaints and sniff testing, to consider the potential for odours to significantly affect existing sensitive land uses. Prior to mitigation, the reprofiling is predicted to have an overall Minor Adverse effect at the nearest residential receptors and the Valencia Waste Management facility offices. However, with the implementation of an Odour Management Plan (OMP) (secured via DCO Requirement and as part of the CEMP (ES Appendix 2.3)), the impact at existing sensitive receptors is expected to be negligible and not significant. Sniff testing and complaints data both suggest that once the reprofiling is completed, odour effects from the landfill will be negligible, which is not significant. An effective OMP should also ensure that there will be no odour impacts of sufficient scale to cause breaches of the reasonable thresholds for determining statutory nuisance.	Additional information and details included within the Final ES Chapter 4.

NOISE

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
7.1.42 – 7.1.44	Potential impacts/ relationship with the Heyford Park new application for 9,000 homes and the New Town taskforce for 13,0000 homes	7.1.42 The site boundary for the SRFI would adjoin that of the proposed development at Upper Heyford. It is considered that only moderate weight can be attributed to the potential for a new town at Upper Heyford given further work is required by MHCLG on the potential locations and the fact the proposed application is a departure from both the Cherwell Adopted Local Plan and Draft Local Plan. 7.1.43 Paragraph 4.83 of the National Policy Statement states SRFIs tend to be large scale commercial operations, which are most likely to need continuous working arrangements (up to 24 hours). By necessity they involve large structures, buildings and the operation of heavy machinery. In terms of location therefore, they may not be considered suitable adjacent to residential areas or environmentally sensitive areas such as National Parks, the Broads and Areas of Outstanding Natural Beauty. However, depending on circumstances, appropriate mitigation measures may be available to limit the impacts of visual intrusion, noise and light. 7.1.44 Given the NPS recognises that SRFI's need continuous working arrangements and may not be suitable to adjacent to residential areas, both CDC and OCC request further information on the noise, air, and light impacts on the residential dwellings forming the basis of submitted application (LPA Ref; 25/02190/Hybrid) at Upper Heyford.	The Applicant has several receptors which represent the Heyford Park proposals in the ES assessment, as well as the other new residential developments adjacent to the Main Site e.g. Richborough Estates. The assessment considers: construction noise, operational noise and traffic noise. Extensive mitigation has been included around the Main Site boundary (bunding)	In relation to the Heyford Park proposals – changes in the building heights parameters and width/ height/ extent of landscape 'buffer/ mitigation mounding in the west of the Main Site in response to consultation comments and the potential future Heyford Park New Town development.
8.4.6	Noise & Vibration levels	8.4.6 CDC's target level for operational noise would be a rating noise level of a minimum of 5dBA below pre-existing background noise levels when measured at the boundary of any noise sensitive receptor.	Following the determination of the initial estimate of impact from subtracting the rating level from the background level, context must be taken into account and how this would modify the impact at the receptor. This is discussed in paragraphs 5.2.79 to 5.2.93 of ES Chapter 5 (Noise and Vibration). CDC indicated that the 5 dB below background requirement was from a standard planning condition and was not a "hard and fast" criterion. Deviations from this criterion would be considered and the approach described above, was considered to be appropriate.	Additional information and details included within the Final ES Chapter 5.
8.4.9	Construction noise impacts	Paragraph 5.8.3 refers to construction noise impacts being mitigated through a Construction Environmental Management Plan details of which are yet to be seen. Operational adverse noise impacts are proposed to be mitigated through embedded mitigation which includes bunding and acoustic barriers to the north of the site. Further details on these acoustic barriers is required before it can be determined whether these are acceptable.	A draft CEMP was provided with the Stage 2 (statutory) consultation material and had been recirculated to the Planning officer at CDC. The full submission of the DCO application includes a CEMP (ES Appendix 2.3). It was agreed that confirmation would be provided within the noise chapter or wider application documents regarding the proposed height and extent of the acoustic barriers and the mitigation bunding. This information is provided in the Design Approach Document DAD (Document 5.5A) and the Parameters Plan (Document 2.5) and is discussed in Section 5.5 of ES Chapter 5 (Noise and Vibration). The detail of the acoustic fencing will be secured through DCO requirements as part of the detailed approval.	
8.4.10	Conclusions on Noise and Vibration	Given the scale of the highways works proposed and in light of the full traffic noise assessment and associated highways works being undertaken it is not possible to determine whether the criteria of 'excessive noise' as contained in paragraph 5.227 of the NPS is being triggered and whether the proposed mitigation is sufficient."	The paragraph referenced is the introductory paragraph of the noise and vibration section of the NPS. The policy test for noise is detailed in paragraph 5.241 of the NPS which is set out in paragraph 5.3.8 of ES Chapter 5 (Noise and Vibration) and has been the basis for the assessment.	Additional information and details included within the Final ES Chapter 5.

ECOLOGY AND ARBORICULTURE

Paragraph/s	Topic	Consultee / Comment	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
OCC/CDC Ecology and Arboriculture comments				
8.5.1 – 8.5.12; 8.5.52	**Mitigation Hierarchy**	Further clarification should be provided on how the mitigation hierarchy has been applied to each of the ecological receptors identified at the application site level. The extent of habitat losses from the Ardley Cutting and Quarry SSSI needs to quantified, with plans demonstrating the quantity and quality of habitat to be created and enhanced to mitigate impacts. Other designated sites, ecologically important hedgerows, and protected and notable species also to be considered in terms of potential impact pathways.	Details regarding the application of the mitigation hierarchy are provided in ES Chapter 6 (Section 6.5). Habitat losses and gains are summarised in ES Chapter 6 (Section 6.5), and in further detail within the BNG Report Appendix ES Appendix 6.9. Potential impact pathways to IEFs including Ardley Cutting and Quarry SSSI are discussed in ES Chapter 6 (Section 6.5).	Additional information and details included within the Final ES Chapter 6.
8.5.9; 8.5.20	**Woodland, Ancient Woodland and Veteran Trees**	Assessment to consider indirect impacts to trees. Further detail required demonstrating consideration of opportunities to enhance connectivity between woodlands to increase resilience. The quantity of tree/woodland/hedgerow habitat loss and corresponding new planting proposed needs to be clarified, based on the details of the final scheme. Information should also be provided on how many of the trees proposed to be removed are ash trees and might be lost to Ash die-back in the foreseeable future. Consideration to be given to the type and quality of trees, and tree planting should reflect the local landscape character, e.g. the creation of woodland blocks.	Habitat losses and gains are summarised in ES Chapter 6 (Section 6.5(, and in further detail within the ES6.8: Arboricultural Assessment and the BNG Report (ES Appendix 6.9). The implications of ash dieback are discussed within Appendix ES Appendix 6.8.	Additional information and details included within the Final ES Chapter 6.
8.5.26	**LNSR**	It is welcomed that Conservation Target Areas have considered within the assessment undertaken, however regard should also be given to the Oxfordshire LNRS due to be published imminently.	Relevant LNRS strategy priorities identified and prioritised within the BNG assessment and the green infrastructure design.	
8.5.20; 8.5.29	**Hedgerows**	Clarification to be provided on the extent of hedgerow habitat proposed to be removed.	Confirmed within ES Chapter 6 (Section 6.5) and within the BNG Report (ES Appendix 6.9): 11.96km hedgerow is to be removed, 13.92km species-rich hedgerow to be created.	Additional information and details included within the Final ES Chapter 6.
8.5.21; 8.5.23 - 8.5.24.	**Protected/Notable Species**	All ecological survey results are required to be complete and in date in line with best practice guidelines and licencing requirements. Any deviation from best practice guidelines require explanation and justification should be provided. Survey areas should be provided for all species including badgers, otters and water voles. Further justification is required to justify dormouse surveys being scoped out. Requested that watercourses be subject to an assessment for aquatic fauna and flora to help understand the impacts of the development on watercourses and inform further management and mitigation requirements.	Updated field data is presented within the Ecological Appraisal Report (ES Appendix 6.1) with details referenced within ES Chapter 6 (Section 6.4) where relevant. Provided within ES Chapter 6 (Section 6.4). Provided within ES Chapter 6 (Section 6.4), including details of water vole, otter and habitat surveys. Justification provided for scoping out targeted surveys for fish and aquatic macroinvertebrates.	Additional information and details included within the Final ES Chapter 6 and ES Appendix 6.1.
8.5.33 – 8.5.37	**GCN**	Confirmation should be provided which waterbodies were surveyed for GCN in 2025. Provide further detail to outline how GCN metapopulations were defined. Justification should be provided to explain the proposed fencing locations and duration. Identify proposed culvert locations. Ensure all caveats of the Natural England GCN LONI are fully addressed. Clarify how connectivity of suitable terrestrial habitat will be maintained/enhanced to mitigate and compensate for impacts to metapopulation 3.	See the detailed discussion within ES Appendix 6.4: Great Crested Newt Report. Some final details of the mitigation strategy could be subject to change subsequent to the DCO process, dependent on the requirements of NE licencing and the details specified within the agreed licence documentation.	Additional information and details included within the Final ES Chapter 6 and ES Appendix 6.6.
8.5.30; 8.5.39 – 8.5.40;	**Bats**	Justify the survey area undertaken for assessing trees with suitability for roosting bats. Consider indirect impacts of the proposals offsite and also lighting impacts on sensitive species such as barbastelle. Clarify which flight lines are considered important for foraging and commuting bats with impact pathways to the proposals and how they will be specifically addressed through mitigation and compensation measures if avoidance is not considered feasible.	See the detailed discussion within ES Appendix 6.3: Bat Report.	Yes - bridge design (over watercourse) specifically to minimise disruption to foraging routes.

Paragraph/s	Topic	Consultee / Comment	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.5.22	**Badger**	The proposed locations of the artificial setts and their specifications are required. Further detail should be provided to justify the design of the culverts proposed including their proposed locations. All points raised in the LONI should be addressed in the submitted badger report and clear reference should be made to where this has occurred within the report.	Further detail regarding the specifications of the proposed artificial sett provision and the dimensions and locations of culverts are provided within the confidential Badger Report ES Appendix 6.6.	Additional information and details included within the Final ES Chapter 6 and ES Appendix 6.6.
8.5.41	**Birds**	The current mitigation proposed – grassland open space around the main site and a field with cover crop with five skylark plots is considered insufficient to mitigate the identified level of impact. Provision of a standalone farmland bird mitigation scheme would allow appropriate assessment of the scale of mitigation required.	Additional land has been brought into the Application Site and habitat provision suitable to support farmland birds has been substantially increased. Sensitive habitat management will also be employed in order to mitigate habitat losses. See ES Chapter 6 (Sections 6.5 and 6.6).	Yes as a direct response, additional land has been included in the scheme since Stage 2 as part of ecology compensation and mitigation.
8.5.42	**SSSI Butterflies and Invertebrates**	A standalone mitigation strategy for butterflies and invertebrates should be committed to both within and outside the SSSI, with ongoing monitoring and management adjustments as required.	The proposals now encompass more substantial habitat creation, including 23.49ha calcareous grassland and 6.96ha lowland meadow in close proximity to Ardley Cutting and Quarry SSSI. In contrast 2.82ha of SSSI habitats are to be lost, of which 1.13ha is encroaching scrub. Species-rich calcareous grassland and lowland meadow will be provided to compensate loss of SSSI habitats and will be secured for an extended period (80 years minimum) that will deliver significant benefits to many invertebrate groups, including several of the SSSI priority butterfly species. As such it is considered that separate stand-alone mitigation strategy for butterflies is not required.	Additional information and details included within the Final ES Chapter 6
8.5.44 – 8.5.50	**BNG**	An updated BNG assessment should be provided that considers the final detailed post development design, complete with a BNG metric spreadsheet. A revised BNG report should identify which post development interventions are considered mitigation and compensation regarding impacts to designated sites and protected species. Further justification should be included for the assumption that only habitats in poor ecological condition can be achieved on highways. Increased specificity is requested regarding what habitat interventions are planned and where within the scheme.	Provided within the BNG Report (ES Appendix 6.9).	Additional information and details included within the Final ES Chapter 6 and ES Appendix 6.9.
8.5.49	**Draft Habitat Management & Monitoring Plan**	A draft HMMP should be provided to demonstrate the achievability of the proposed post development habitats.	ES Appendix 6.11 provides the context and framework for habitat establishment, management and monitoring.	Additional information and details included within the Final ES Chapter 6 and ES Appendix 6.11.
Environment Agency Comments (for info/context)				
	Fish and Aquatic surveys	Fish and other aquatic ecology (such as macrophytes and macroinvertebrates) have not been included in the Environmental Impact Assessment (EIA). Potential impact pathways to be considered include increased noise and runoff of fine sediment and pollutants. The creation of temporary or permanent crossings of watercourses are to be considered, including any culverting of watercourses. The impacts from loss of aquatic habitats and habitat fragmentation are also to be assessed.	Justification for scoping out targeted surveys for fish and aquatic macroinvertebrates is provided in ES Chapter (Section 6.4). Aquatic ecology will be appropriately protected via measures included in the CEMP (ES Appendix 2.3) – and future P-CEMPs, including for the relevant highways works around the M40 J10. Permanent crossings of watercourses including culverts have been designed to minimise the scale of alterations to watercourse channels.	Yes - bridge design (over watercourse) specifically to minimise disruption to habitats.
	Water-course Buffers	Further detail provided regarding watercourse buffers to be provided.	The proposed buffer widths (to comprise green infrastructure) are summarised below. • 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	Design details included as part of submission.

Paragraph/s	Topic	Consultee / Comment	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
			• Realigned sections of the two tributary stems to Ashgrove 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.	
	Otter	Otters have not been included as an ecological receptor in Table 6. 14	The chapter has been updated to include otter at all stages of the assessment.	Additional information and details included within the Final ES Chapter 6.
	Invasive Non-native Species (INNS)	Risk of accidental spread of Invasive Non-Native Species (INNS), such as signal crayfish which were confirmed present within the main Gagle Brook channel. Submit an INNS Management Plan including biosecurity measures as part of the Environmental Statement (ES). Accidental spread of INNS is an offence under the Wildlife and Countryside Act 1981.	It is considered that standard mitigation and best practice measures such as equipment and wheel washing prior to moving off-site incorporated into the CEMP (ES Appendix 2.3) and each P-CEMP will be appropriate to avoid the accidental spread of signal crayfish. No other INNS were recorded present on site.	
	Water-course Crossings	Provide further detail regarding the detail of the crossing design over the Gagle Brook (Ordinary Watercourse). 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.	A large box culvert is proposed at the Gagle Brook crossing of width 6m and height 3.5m above the water level, with a soft bed, reducing the impact to the channel morphology and allowing natural processes such as sediment movement to continue. A continuous mammal ledge will be provided to enable safe passage for terrestrial fauna at times of stronger flow.	Yes - bridge design (over watercourse) specifically to minimise disruption to foraging routes.

LANDSCAPE & VISUAL

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.6.11	Scale of development	Insufficient information has been provided to justify the scale of the warehousing proposed. Paragraph 5.154 of the NPS is not therefore accorded with, as it clearly makes reference to the need for the project to be designed, and the scale minimised to avoid or where unavoidable, mitigate the visual and landscape effects during construction and operation.	Para 5.154 is a reference to Land Contamination and Instability and not to LVIA or referenced to the scale of the proposal. If this is a reference to NPS paragraph 5.164, please see below. Also, see the response below (re: paragraphs 8.6.44 – 8.6.46 which refers to 'scale'.	
8.6.13	NPS Compliance	Compliance with NPS: • 5.161 - Responses are required to the clarifications before it can be confirmed whether paragraph 5.161 is accorded with. • 5.164 - The Councils question the extent to which the scheme has been designed to avoid landscape harm. • 5.165 - The Councils question the extent to which the project has been designed to take into consideration the potential impacts on the landscape- see comments below. • 5.166 - as outlined below the applicant has failed to demonstrate how they have considered the siting of infrastructure- including highways infrastructure- to mitigate landscape harm. • 5.169 - Suggested changes and clarifications are contained in the LUC recommendations further details on which are contained below. These need to be included within the proposals before it can be confirmed whether the proposed mitigation is sufficient. The applicant has failed to demonstrate how they have sought to avoid harm through the design of infrastructure- see below. • 5.175 - The site is not within an adopted or draft Local Landscape Designation. Paragraph 5.175 is therefore accorded with.	5.161: Further details on methodology are included within ES Chapter 7 (LVIA) where these have been sought within the LUC Review (below) or within this Stage 2 Consultation Response. 5.164: Final assessment judgements/ levels of the LVIA are detailed within ES Chapter 7 (LVIA). This includes further detail on the landscape and visual effects and at this level of assessment does also detail some residual likely significant landscape and visual effects. The most significant effects are – unavoidably – to the landscape of the immediate site itself, and the emerging final LVIA identifies that with the extensive mitigation in place, residual effects (long-term – 15yrs) on the wider landscape are mitigated and reduced to below significant levels. The DAD explains how the Proposed Development has been designed to minimise landscape and visual harm as far as considered practicable, taking into account the nature of the Proposed Development and the notable other design, technical and environmental factors and considerations. 5.165: Landscape and visual considerations have been to the fore throughout the design process. This iterative process has involved inputs on landscape matters at every stage of the design and assessment process, from the outset. This has included close liaison and collaboration with the client and wider team and considerable input to the layout and determination of the development parameters; including building heights and earthworks/ mitigation mounding proposals. The Project will not potentially affect a nationally designated landscape. 5.166: The acknowledgement of the use of topographical changes/ creation of bunds to mitigate/ minimise adverse landscape and visual effects is welcomed. The lowering of land levels in those parts of the proposed Development Zones closest to the former Upper Heyford Airfield will also support this approach (as referenced at NPS paragraph 5.166). As with the main built development proposals, the siting and design of infrastructure (including highways infrastructure) has been informed by landscape and visual considerations. There has been similar close liaison and collaboration, particularly with the highways and rail engineers and consultants, to seek to minimise and mitigate the effects of this infrastructure. This has included attention and inputs to the layout and design of the Rail Terminal and the various highway works/ improvements. Additional on-site landscape/ visual appraisals have also been undertaken where necessary to suitably inform the design, layout and alignment of these proposals. For example, the inclusion of mitigation mounding and associated woodland planting along the western side of the Ardley Bypass and along part of the southern side of the MSRR were included as a result of the LVIA work and inputs at that time. This proposed mitigation mounding and associated woodland planting will be	Changes in the building heights parameters and width/ height/ extent of landscape 'buffer/ mitigation mounding in the west of the Main Site in response to consultation comments and the potential future Heyford Park New Town development.

			effective in limiting/ mitigating the potential landscape/ visual harm of these infrastructure elements. 5.169: The DAD explains how the Proposed Development has been designed to minimise landscape and visual harm as far as considered practicable, taking into account the nature of the Proposed Development and the notable other design, technical and environmental factors and considerations. See also response to 5.166 above and Response to LUC Review below. 5.175: Confirmation that the Proposed Development accords with Para 5.175 is welcomed.	
8.6.16 – 8.6.18	LUC comments	8.6.16 LUC have advised that the scale of the proposed development would be likely to have an adverse effect on key characteristics and valued quantities of the landscape. This includes the gently undulating/rolling landform, openness and long view across fields, strong rural qualities and the historic character associated with Middleton Park. 8.6.17 LUC acknowledge that there are some existing intrusive elements in the surrounding area. The size and scale of the development, particularly the 25m high warehousing and ancillary buildings means it would be far more prominent from many views than the existing elements. 8.6.18 LUC has set out 25 recommendations for the LVIA to provide further information and clarifications.	Please refer to the LUC responses in the separate table previously issued and attached again for reference.	Additional information and details included within the Final ES Chapter 7.
8.6.22 – 8.6.24	LVIA methodology	8.6.22 Whilst the methodology provided is not incorrect it only uses a three-point scale for susceptibility and value and a four-point scale for magnitude of impact, which is often used in smaller, less complex projects. Considering the size, scale and related impacts of the development a more detailed scale, i.e. a five-point scale matrix should be considered to provide a more nuanced approach to the assessment. 8.6.23 The methodology does not set out 'sensitivity levels' (as a combination of value and susceptibility) and how 'sensitivity' and 'magnitude' are combined to determine the level of effect. This should be provided. 8.6.24 As already mentioned by LUC LI TGN 2024-1 states in relation to significance that "moderate effects may or may not be significant and justification would be needed in the methodology or receptor assessment as to whether a moderate effect is significant or not". This should be addressed in the ES.	8.6.22 As detailed with the LVIA Methodology and Criteria (See ES Appendix 7.1; Para 1.3) the levels/ scales adopted for the assessment of susceptibility/ value/ magnitude of change and levels of effects, all include for judgements to lie between and/ or encompasses two of the defined levels. Eg. Minor/ Moderate or Low/ Medium. This is not an unusual approach and is detailed within the Methodology. This provides the '*more nuanced approach'* as advocated. It increases the alleged three point scale to a five of seven point scale, depending on the criteria being considered (and where also including 'Negligible'). This approach and methodology/ criteria has also been 'tried and tested' and accepted as part of other DCO Projects and at many Planning Appeals. 8.6.23: The LVIA Methodology (ES Appendix 7.1) confirm the 'sensitivity levels' as 'High, Medium or Low (or encompassing aspects of both…) at para 1.4 (See also answer to 8.6.22 above). It also explains that the value and susceptibility judgements are considered in combination to determine the sensitivity judgement. The accompanying landscape and visual effects table in the ES Appendices detail judgements for the various individual criteria and are sufficient to understand the sensitivity and resulting effects judgements. As above, this methodology has been 'tried and tested' and accepted as part of other DCO Projects and at many Planning Appeals. 8.6.24 See LUC response. This is addressed in ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
8.6.25 – 8.6.32	Visual Effects and Visualisations	Visual receptors, viewpoints and visualisations are covered in Figure 7.8 (Location of photo viewpoints and visualisation), Figure 7.9. (Visual receptor locations) and Appendix 7.11 (photomontages). The key in Figure 7.8 distinguishes between viewpoint locations and visualisation locations but the colours are too similar to distinguish them on the plan. This should be corrected. Figure 7.9. Visual receptor locations, which distinguishes residential /settlement, Roads / transport. Public rights of way and other visual receptors.	All of these points have been considered and are addressed as considered appropriate in ES Chapter 7 (LVIA). Further detail also included in the LUC Review Response below. In respect of 8.6.31, we note the reference to the suggested inclusion of a colour code (RAG) for the PROW but do not consider this necessary. The detail and narrative now included within the Visual Effects Table, alongside accompanying ES Chapter 7 (KVIA) and the ZTV, photo viewpoints and photomontages is	Additional information and details included within the Final ES Chapter 7.

		8.6.26 These plans don't show the same locations - figure 7.8 includes viewpoints that are not reflected in figure 7.9 and vice versa. The visual receptor table in appendix also only assesses visual impacts by receptor type but does not provide corresponding viewpoint locations. This is confusing and should be clarified. It is also unclear, why not all receptor locations are accompanied by visualisations to assist with the judgements on these groups. 8.6.27 LUC already highlight the need for more narrative on how viewpoints are affected and how judgements on impact are reached. The LVIA should include an assessment of individual viewpoints as well as of receptor groups. 8.6.28 Photo viewpoints are presented in appendix 7.10 but these don't include any captions explaining what will be visible in the view. The location and extent of the proposed development is also not indicated in the photographs as it is best practice and required by LI TGN 06-19 for type 1 visualisations. This information should be provided in the ES. 8.6.29 Photomontages are provided in figure 7.11 but there is no list in the main body of the LVIA stating which viewpoints are accompanied by a photomontage. The ES should include both a list and corresponding plan that indicates the level of visualisation. Appendix 7.11 includes photomontages for 11 viewpoints, but it is not clear how these were chosen. They appear to focus on the main development, i.e. the warehouses and rail terminal but don't include photomontages to show the impact of the ancillary road works (including cycle lanes) and junctions. This is an omission and should be addressed in the ES. 8.6.30 The applicant is also requested to include a plan in the ES that shows the viewpoint locations (including the direction of view) on the masterplan to make it easier to understand the visibility and impact of the development in views, and to help judge the accuracy of the visualisations. 8.6.31 Impacts on PRoWs users are often represented by only one representative viewpoint, but the receptors are not stationary but travel along paths. Therefore the impact on respective routes will vary. To help understanding of the level of effect on PRoW users when walking or cycling, the applicant is requested to colour code (RAG) the paths to indicated where views are open, glimpsed/partial views or no views on a stretch of footpath are expected. 8.6.32 Overall, effects on landscape character and views appear to have been underestimated and further information on how judgements are being reached is requested.	sufficient to understand the nature and likely extent of the visual effects for users of the PROW. For reference, the use of a colour coded (RAG) approach has not been sought on other similar DCO projects or by LUC in their Review response. 8.6.32: Further details and narrative relating to the effects upon landscape character and views are included within ES Chapter 7 (LVIA).	
Page 93	Mitigation	8.6.34 The LVIA provides insufficient information on how aspects of siting, design and topographical infrastructure have been addressed. A topographical survey plan should be provided to help understanding of changes in level. 8.6.35 The documents set out the design evolution, but it is not clear how the LVIA has informed the design. The landscape approach to the development appears to have changed little during the design development and consists of bunding in combination of planting for screening. Similarly, whilst the arrangement and orientation of buildings have changed over the years, the size and height of buildings appear to have remained largely the same, The ES should provide further information on how the size and height of the buildings have been determined and how the mitigation hierarchy of avoid, minimise, mitigate, compensate has been applied in relation to landscape and visual considerations. 8.6.36 The scale of the proposed mitigation planting does not match the scale of the development. Whilst many of the tree belts and green infrastructure links are proposed to be 50m wide they are dwarfed by the scale and height of the buildings. It is also unclear how the design and landscape treatment has been informed by the local landscape character. Further information should be provided in the ES. 8.6.37 It is unclear what embedded design has been considered to reduce the impact of the development on landscape character and views, e.g. lower buildings, smaller footprints, materials, green roofs or similar. 8.6.38 The document proposes the building design to maximise glazing, which has the potential to increase the impact of lighting of the scheme on the surrounding areas as it will be in addition to lighting controlled by the external. The extent of highway and junction work will also create an impact on the light levels within the area which will need to be mitigated.	8.6.34 : The DAD provides information on how aspects of siting, design and topographical infrastructure have been addressed. This includes details on how levels will change across the Application Site. 8.6.35 : See also response to NPS 5.165 above. Landscape and visual considerations have been to the fore throughout the design process. This iterative process has involved inputs on landscape matters at every stage of the design and assessment process, from the outset. This has included close liaison and collaboration with the client and wider team and considerable input to the layout and determination of the development parameters; including building heights and earthworks/ mitigation mounding proposals. Landscape and visual appraisal work and inputs were important at the outset of the Project and informed the early design and layout process. This helped inform and set many of the key principles, parameters and features of the scheme. These have evolved and been refined since but the early consideration of landscape and visual matters has meant that the landscape approach has not necessitated notable or radical changes. This has reflected a good understanding of the landscape and visual receptors and the Proposed Development. Notwithstanding this, the landscape provision has extended and increased over time and will include some notable new landscape areas and features. 8.6.36 : The landscape and related mitigation measures and areas extends to over 50% of the total Site area and will include circa 56ha of new native	Additional information and details included within the Final ES Chapter 7.

			woodland/ scrub/ tree planting (equating to potentially 150,000 – 200,000 new trees and other plants). Whilst some landscape/ planting areas may be 50m wide (not an insignificant width) others will be over 100m, including in the south of the Main Site. This substantial landscape framework will not be dwarfed by the scale and height of the buildings but will form a suitably cohesive and robust landscape setting to the development proposals. 8.6.37 : Embedded mitigation has principally focussed upon the extents and heights of the proposed Development Zones; including the ground levels and surrounding mitigation mounding and associated woodland and other planting. This embedded mitigation has responded to the LVIA process and has sought to mitigate and minimise the adverse landscape and visual effects as far as practicable, taking into account all other factors. 8.6.38 : Details on the proposed lighting is included within the DAD and ES Lighting Chapter. The Night-time assessment included within the final landscape and visual ES Chapter also considers the lighting as part of this assessment.	
8.6.44 – 8.6.46	Conclusion on Landscape and Visual Impacts	8.6.44 The Councils expect the applicant to address the issues raised by both LUC and the OCC Landscape Officer above with regard to the draft LVIA. 8.6.45 The Councils also require the applicant to revisit their proposed landscape mitigation be revisited once the issues with the LVIA are resolved. If the impact on the landscape has not been adequately assessed then it cannot be demonstrated that the proposed mitigation would be sufficient to offset any harm. The applicant should demonstrate how they have applied the mitigation hierarchy. 8.6.46 As part of this revision the Councils request the applicant provide robust justification for the scale of their proposed warehousing being as, if the mitigation hierarchy is applied correctly, altering the scale of the warehousing and their layout should first be considered to mitigate landscape harm before mitigation features like bunds and planting are considered.	8.6.44 : These issues are referenced in the LUC Review Response and is addressed accordingly in ES Chapter 7 (LVIA). 8.6.45 : The LVIA has been updated, and ES Chapter 7 (LVIA) takes account of the various comments and matters raised during the consultation process. The impact upon the landscape has been adequately assessed and the proposed mitigation will offset and reduce the level of adverse landscape and visual effects and harm. The DAD will provide further detail on how the scheme has responded to its context and addressed mitigation. 8.6.46 : As set out in responses to other queries (e.g. with regard to paragraph 8.6.13), landscape and visual issues have been considered from the outset, and in response to specific issues and concerns raised about some local visual receptors (including potential future residents within Heyford Park). Judgements about scale of development are also tied in part to assessment of need (including 'market' and economic considerations), and to issues relating to deliverability. (The Applicant has recently shared with OCC the Market Analysis Report). The proposals seek to strike an appropriate balance between delivering a site which can accommodate the scale and type of logistics buildings required by 'the market' while also providing appropriate, suitable mitigation and acceptable residual effects. Height parameters in parts of the site have been reduced to further reduce likely effects, while still allowing an attractive and appropriate range of building sizes.	Additional information and details included within the Final ES Chapter 7.

FOR response to LUC comments please see the table below:

LUC paragraph	Issue/comment	Applicant response	Changes to the scheme post Stage 2 consultation which relate to the comment
1.7	*It would be useful to have development **zone heights quoted in metres** above ground level on a plan, as well as a maximum container stack height **[LVIA1]**.*	In discussion, confirmed that the request is to understand how zone heights (in AoD) relate to existing ground level. These can be confirmed through cross-sections being prepared. While max building heights are 25.5m, it is important to note that this is a maximum, and it's not feasible to deliver all units at these max heights across the Site as a whole. Also, parameters changes now proposed to reduce the max heights around the south-west corner to 21m and 18m in various sub-zones within Zone A4 of the site (so the 25.5m max isn't site-wide).	Changes in the building heights parameters and width/ height/ extent of landscape 'buffer/ mitigation mounding in the west of the Main Site in response to consultation comments and the potential

			future Heyford Park New Town development.
2.6	*There is no reference within the LVIA to the **Scoping Opinion**. This should be included within the LVIA, along with how the assessment and proposed development design has responded **[LVIA2]**.*	This is being added and is included in the ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.8	*There is no reference to any further **consultation** having taken place, and how this has influenced the assessment and proposed development design. This should be set out within the LVIA **[LVIA3]**.*	ES Chapter 7 (LVIA) has been updated to refer to further consultation undertaken, including with CDC/OCC and their advisors.	Additional information and details included within the Final ES Chapter 7.
2.12	Reference made to the GVLIA3 guidance re: methodology. "*The LVIA should therefore **judge whether Moderate effects are 'significant' on a case by case basis** and not assume they will all be 'not significant' **[LVIA4]**."*	FPCR applies the approach as set out in the draft LVIA in all of its assessments. This point has been addressed in ES Chapter 7 (LVIA), including additional narrative re: judgements about specific views and receptors. Clarification will be included on the threshold judgement for a 'significant' effect. *Similar points made at 2.44 – 2.46*	Additional information and details included within the Final ES Chapter 7.
2.13	*The LVIA does not discuss the **extent of the study area** or the landscape and visual assessments; this should be provided within the final LVIA **[LVIA5]**.*	This is confirmed in the final ES Chapter 7.	Additional information and details included within the Final ES Chapter 7.
2.14 (and 2.27)	*Both bare ground and DSM **ZTVs** should be included, overlaid with the proposed representative viewpoint locations (because a DSM provides a 'best case' situation that assumes no visibility through trees that would occur in winter) **[LVIA6]**.* Also LUC point **LVIA10.**	ZTVs have been prepared and were used to inform the viewpoints etc. Both development and construction ZTVs have been prepared based upon DSM data and is included within ES Chapter 7 (LVIA). ZTVs have been shared with LUC and OCC/CDC following the initial meeting. [Same point made at **LVIA10**].	Additional information and details included within the Final ES Chapter 7.
2.16	**Re: receptors** identified by FPCR: *"Other more distant and generally elevated receptor locations. These **should be specified [LVIA7]**."*	These specific distant/ elevated receptors are confirmed in ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.21 and 2.23	*The Application Site is assessed as being of **Medium landscape value** overall based on "landscape characteristics, features and attributes that are of relatively higher and lower value". **This seems reasonable.*** And *All of the landscape types and LCAs are assessed as having a **Medium overall sensitivity**. Notwithstanding the preceding comment (which should be incorporated for the final LVIA), this seems reasonable.*	**LUC agreement** to medium landscape value is noted, and medium sensitivity for LCAs/wider landscape.	
2.22 (and 2.25)	*overall judgements on landscape value, susceptibility and overall sensitivity are set out in Appendix 7.2: Landscape Effects Table, there is no narrative text (within the table or within Chapter 7) to explain the rationale behind these judgements. Overall, there is **not enough information** within the draft LVIA **to understand how judgements have been reached and this should be provided** in the final LVIA **[LVIA8]**.*	NOTE – same criticism made re: visual assessment at **para 2.25,** and repeated in other parts of the LUC report **(e.g. para 2.55)** Additional text/ rationale has been included within the text to of ES Chapter 7 (LVIA) to explain/ support the judgement levels (in particular see ES Appendices 7.2 and 7.3).	Additional information and details included within the Final ES Chapter 7.
2.24	***hedgerows; and ponds and water features**) do not appear to have been assessed as receptors in their own right as suggested within the **Scoping** Report. These **should be included** within the final LVIA **[LVIA9]**.*	These receptors are included within ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.28	*the ratings for value, susceptibility and overall sensitivity seem **reasonable** and largely in line with the exemplars provided in Appendix 7.2*	**LUC agreement** to judgements re: visual baseline/sensitivity, etc is noted.	

2.29	*Further detail on each of the individual receptors should be provided in the final LVIA rather than combining them based on location **[LVIA11]**.*	These receptors and their respective value and susceptibility to change have been included in ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.31 And 2.32	Comments re: viewpoints: *"However, it is noted that these locations don't necessarily align exactly and so it would be useful for the assessment of visual receptors to clearly cross-reference to representative viewpoints **[LVIA 12]**."* LUC seek confirmation of when viewpoints were agreed with CDC, and *"whether this was based on the proposed development as presented on the current parameters plan"* ***[LVIA13].***	The viewpoint and montage locations were agreed with CDC on 10th/ 11th Feb 2022. Series of emails with accompanying suggested viewpoints plan (Andy Bateson led for CDC). Dialogue held later in 2022 with OCC (with Haidrun Breith) – OCC has not provided contradictory (or other) comments on viewpoints during any discussions to date, including either informal (Stage 1) nor Stage 2 consultation responses. Representative Viewpoints are cross referenced to Visual Receptors within the ES Chapter 7 (LVIA) and ES Appendix 7.3. Scheme and parameters have changed but not notably or to the extent that further viewpoints are considered necessary. Notwithstanding this a number of additional viewpoints will be added to the final ES, principally in relation to the Junction 10 highway works.	Additional information and details included within the Final ES Chapter 7.
2.34	*more justification for the magnitude of change should be provided for the final LVIA **[LVIA14]**.*	This is included in ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.47	*For the majority of the identified landscape and visual receptors the magnitude of change and **overall level of effect as assessed reduces from that reported for the construction phase**. We would question this, particularly when duration is considered as a factor/moderator for magnitude of change. This should be reviewed and any judgements thoroughly justified **[LVIA15]**.*	Question discussed at meeting as to how LUC moderate the judgement based upon duration, and whether this therefore always reduces the level/ significance of the effect. FPCR approach is considered generally typical and would pick up 'significant' effects for the duration of construction.	No
2.51	*Based on the proposed threshold of 'Moderate/Major' (see comment above and **LVIA4**), there are **no 'significant' residual effects reported** for any of the landscape or visual receptors**. This does not seem right for a development of this type and scale.** All judgements should be reassessed/ reviewed in the context of the comments and requests for further information raised as part of this review.*	See point **LVIA4 above** also. Further detail on the residual effects will be included within ES Chapter 7 (LVIA). This will include more detail and assessment of the effects upon the relevant landscape features and characteristics of the local landscape.	Additional information and details included within the Final ES Chapter 7.
2.51	*Assessment **should also pick up on the realignment of the network of PRoW within the Application Site** to a corridor along the proposed Estate Road and assessment of the change in experience for users **[LVIA16]**.*	Additional receptor and/or effect to be incorporated into ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.52	LUC offer some narrative/judgements re: overall nature of likely impacts/effects: *"The proposed development would fundamentally change the Application Site from an existing series of open agricultural fields to a large-scale industrial rail freight interchange. The proposed warehousing and ancillary **buildings** (Zones A and B), at a maximum height of 25.5m, **are likely to be clearly apparent within views from the surrounding landscape**, including parts of the host Landscape Types identified in OWLS ('Wooded Estatelands' and 'Farmland Plateau') and LCAs identified in the Cherwell Landscape Character Assessment ('Oxfordshire Estate Farmlands' and 'Upper Heyford Plateau'). The scale of the proposed development would **be likely to have an adverse effect on key characteristics and valued qualities of the landscape** (including a gently undulating/rolling landform, openness and long views across open fields, strong rural qualities, and historic character associated with Middleton Park to the south). Whilst there are some existing intrusive elements in the surrounding area, the size and scale of the development (particularly the 25m high warehousing and ancillary buildings) means it **would be far more prominent in many views than the existing elements**."*	Noted. Narrative and judgements reviewed in finalising ES Chapter 7 (LVIA).	
2.54 and 2.55	*The assessment should **distinguish between the different planning status of developments** i.e. distinguishing those developments with planning permission but not built from those that are planning applications awaiting planning permission. Any developments that are likely to be determined before this development should be included in the assessment **[LVIA17]**.* And:	To some extent now addressed through inclusion of Heyford Park and Puy du Fou across the ES - reference to 'any development' clearly onerous and not appropriate. The Applicants agreement to the inclusion of live, undetermined proposals (not commitments – where there may well be no new receptors in the foreseeable future if consent isn't forthcoming) isn't 'normal' practice in our experience.	Additional ES Appendix 1.1

	*Overall, there is not enough information within the draft LVIA to understand how judgements have been reached and a **detailed cumulative assessment for individual receptors should be provided** in the final LVIA including the cumulative schemes shown clearly on a map, and production of cumulative visualisations where significant cumulative interactions are likely **[LVIA18]**.*	Cumulative visualisations – not sought previously, and not proposed to be prepared. Cumulative schemes added to ES Appendix 1.1 to confirm their locations.	
Lighting/Night-time:			
2.56 -2.57 (and 2.58)	Lighting/Night-time: *Whilst not stated, it is assumed that the night-time assessment has followed the same approach as that set out in the **methodology** for the day-time assessment; the applicant should confirm this or provide a specific night-time assessment methodology **[LVIA19]**.* *The LVIA refers only to a 'night-time visual assessment'; no assessment of lighting on the identified **landscape receptors** is included. The applicant should provide this for the final LVIA, in line with the **Scoping** Opinion **[LVIA20]**.*	Details of the night-time assessment is included as part of ES Chapter 7 (LVIA). This will also confirm if there are any 'significant' night time effects in landscape and visual terms.	Additional information and details included within the Final ES Chapter 7.
2.59	*Paragraph 7.5.103 states that "visual effect upon the properties and receptors with views will vary, largely reflecting the proximity and extent of views towards the Proposed Development, with those with the closest and clearest views experiencing the greater effects", but it does not go as far as to **say which receptors would experience significant effects**. This should be provided **[LVIA20]**.*	Any significant night-time landscape and visual effects are confirmed in ES Chapter 7 (LVIA) Chapter 7.	Additional information and details included within the Final ES Chapter 7.
2.61	*No night-time baseline photographs or photomontages provided. Baseline night-time photos should be provided to communicate the existing lighting levels (this could be part of the lighting assessment or LVIA). Night time photomontages should be provided if there will be significant effects arising from lighting **[LVIA21]**.*	Baseline night time photographs are included in the lighting assessment. Discussed at initial meeting with LUC.	See ES Chapter 8 (Lighting)
Photos and Visualisations			
2.64	**LUC support** for methodology for visualisations.	Noted.	
2.65	*Further justification/clarification on this and **confirm the size and nature of the planting at construction** (e.g. whips, heavy standards etc) and species to ensure this is realistic for species proposed in this location **[LVIA22]**.*	Details are provided as part of the ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.66	*Depending on the extent of the digital ZTVs [LVIA6] it may be useful to include additional photomontages/wirelines to ensure all potential significant visual effects are captured. This should be considered for the final LVIA **[LVIA 23]**.*	The representative Photo Viewpoint locations have been reviewed. Some additional viewpoints have been added as indicated (VPs Ref 36 – 43) on the ZTV plans recently forwarded to LUC and OCC/CDC. These have been overlaid on the ZTV (and shared with LUC). There have been no changes to the built development parameters that would have a material bearing on the likely visibility of the scheme.	Additional information and details included within the Final ES Chapter 7.
2.67	*Paragraph 7.5.64 states that each is "based upon the Illustrative Masterplan (Draft Doc 2.6) and depicts the proposed maximum height of the buildings at the maximum height of the finished floor levels, as defined within the Parameters Plan (Draft Doc 2.5) for the Proposed Development". This is **reasonable**. However, we note that some of the photomontages (e.g. viewpoint 20 and 22) show the proposed buildings as wirelines rather the block models. The final photomontages should be presented in a consistent way **[LVIA24]**.*	Final montages will be prepared in a consistent way – wirelines for some views were in draft only and are provided as finished rendered versions within ES Chapter 7 (LVIA).	Additional information and details included within the Final ES Chapter 7.
2.69	*The photography included within the draft PEIR LVIA at Figure 7.10 and 7.11 is now between five and three years old. This should be reviewed to see if it is still up to date and if the situation has changed photos may need to be retaken and Figures 7.100 and 7.11 updated for the final LVIA **[LVIA25]**.*	All of the viewpoints have been revisited and reviewed in late 2025 and the only material changes relate to Viewpoints 22 and 26. These have been updated for ES Chapter 7 (LVIA). Viewpoint 22 is now less relevant as a photomontage due to presence of new roadside development on the northern side of Camp Road. A new Viewpoint has been taken from close to this position but will not be modelled as a photomontage due to the presence of the new roadside housing which greatly limits any views towards the site and proposed development.	Additional information and details included within the Final ES Chapter 7.
2.70	*Photo Viewpoints (LI Type 1 visualisations) presented at **Figure 7.10** should indicate the extent (width and height) of the proposed development **[LVIA26]**.*	The extent of the Site (or 'Main Site' or other component part of the Site) will be added to the final Photo Viewpoints. Other labelling will also be added to denote	Additional information and details included within the Final ES Chapter 7.

		relevant features within the baseline views. The width and height of the proposed development will only be represented on the photomontages.	
2.72	*The **Design Approach Document** sets out the design evolution, but it is not clear **how the LVIA has informed the design, in particular with regard to the scale, siting and orientation** of the proposed warehousing and ancillary buildings. This should be provided **[LVIA 27]**.*	There has been an iterative process of scheme (parameter) design and assessment of the landscape and visual context – early LVIA input helped frame proposed building heights, and extent of landscaping. Amendments are being made between Stage 2 consultation and submission with reductions to max. heights and increased landscaped buffers (height and depth) following further consideration of issues and likely potential effects. *Also see **LVIA29** below.* The siting and orientation of buildings is not currently fixed – however, the LVIA assumes a worst-case in terms of building relationships with the site boundary and nearby receptors.	
2.76 and 2.77	*In additional* [sic] *the structural landscape **design principles** set out in the **Design Approach Document** appear to be **reasonable**.* But: *The Cherwell Green Gaps Study (September 2024), in particular guidance for preservation and enhancement of settlement gap between Heyford Park and Ardley and Fewcott and between Heyford Park and Middleton Stoney. [**LVIA28**]*	Noted that LUC consider DAD landscape principles to be reasonable.	
2.78	*Proposals should plan for:* - *softening of bunds through landform modelling to appear as 'natural' as possible, and tree species and planting ages selected to ensure they can establish, especially those on bunds. [**LVIA29**]*	Amendments made between Stage 2 consultation and submission with reductions to max. heights and increased landscaped buffers (height and depth) following further consideration of issues and likely potential effects. (see response to **LVIA27**)	Changes in the building heights parameters and width/ height/ extent of landscape 'buffer/ mitigation mounding in the west of the Main Site in response to consultation comments and the potential future Heyford Park New Town development.
2.81	*Any changes made to the assessment as a result of the comments in this review, the NTS should also be updated accordingly [**LVIA30**].*	Noted – the NTS has been updated.	Updates to NTS (Document 6.30)

CULTURAL HERITAGE and ARCHEAOLOGY

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.9.12 – 8.9.24, And 8.9.28 – 8.9.30	Archaeology	8.9.28 The applicant has submitted a Cultural Heritage and Archaeology chapter within the Environmental Statement. The chapter assesses the likely impacts of the proposal on below ground archaeological remains, and is informed by a number of investigations. Prior to the preparation of the chapter, an aerial photograph survey, geophysical survey and trenched evaluation were conducted to approved Written Schemes of Investigation and the evaluation was monitored on site by Oxfordshire County Archaeological Services. We feel that the ES adequately assesses the archaeological potential of the site 8.9.29 A proposed Archaeological Mitigation Strategy has been submitted with the Environmental Statement (Appendix 10.8). This document has not been approved by OCAS prior to the Stage 2 Consultation, however, it does address the majority of our concerns highlighted in previous versions of the Strategy. Information regarding the public outreach proposed needs to be detailed within the WSI, and the plan shown in Figure 13 should show the locations of the proposed trenched within the wider scheme. These issues will need to be addressed before the mitigation scheme is acceptable. Once the WSI has been accepted, we caveat the archaeological mitigation is acceptable based on current development plans, though if these change, then the WSI will have to be reviewed. 8.9.30 This WSI will need to be agreed with OCAS in advance of the submission of the application to the Planning Inspectorate.	The Applicant agrees that the archaeology within the Application Site, whilst interesting, is not of sufficient significance to preclude development. A DCO requirement will secure a programme of archaeological excavation and recording. RPS have produced an updated version of the Archaeological Mitigation Strategy (AMS) (ES Appendix 10.8) to address the comments from the Oxfordshire County Archaeology Team. This includes the same information that would be present in a WSI with the exception of the nomination of an archaeological contractor to undertake the works. This would be arranged at a later date post approval of the OxSRFI, with the AMS supplemented by a method statement.	Additional information and details included within the Final ES Chapter 10 and ES Appendix 10.8.
8.9.31	Archaeology DCO drafting	Requirement 14 (1)(c) in Schedule 2 of the dDCO does not include provision for publication of the results of the archaeological mitigation and should be amended to ensure this is secured.	The wording of the requirement has been updated to include the word publication in line with the AMS.	
8.9.26 – 8.9.27	Built Heritage	8.9.26 The conservation officer has advised that in general there are no objections to the redevelopment of the farm buildings including the restoration and re-purposing of the barn. The proposed approach to the works to the barn are considered acceptable in principle and the retention of the significant buildings and structures associated with it is welcomed. The proposed materials for the works to the barn are considered largely appropriate however careful consideration and further detail would be needed as part of any Listed Building Consent. Similarly the works to the associated buildings are considered acceptable in principle. The retention of Ashgrove Cottages (previously to be demolished) is welcomed and supported, these are considered to be non-designated heritage assets and therefore care should be taken to ensure any works or alterations do not detract from or harm their character or significance. The proposed changes to the landscaping around the farm buildings is considered to potentially improve their setting. The farmhouse, farm buildings and cottages should be included in the heritage assessment for the site. 8.9.27 In advising on the impact of the proposals on the RAF Upper Heyford Conservation Area. The Conservation Officer has advised that development will be visible from within the conservation area and specifically in significant views out from the runway. Previous discussions with Historic England have highlighted this potential harm and, the proposals have been amended to reduce and mitigate the impacts. The current proposals are considered to be the result of these discussions and therefore we are content if no objections are raised by Historic England.	The Applicant notes the positive comments. It should also be noted that Historic England did not oppose the OxSRFI scheme within their Stage 2 (statutory) consultation comments.	
8.9.32	Archaeology – conclusions	8.9.32 The applicant has examined the archaeological potential of the site to adequately inform the DCO. The documents submitted show that the site has a relatively high archaeological potential, with remains recorded from the late prehistoric, Roman, Saxon and post-Medieval periods. The DCO has been informed by an aerial photographic survey, a geophysical survey and a trenched evaluation. Oxfordshire County Archaeology Service has been involved in advising on the investigations which	The Applicant agrees with these conclusions.	

		have been undertaken to produce the ES. Based on the results presented within the ES chapter, the archaeological remains recorded on the site will have to be subject to a full archaeological investigation prior to any development on the site, as outlined in the submitted mitigation strategy.		
8.9.33	Built Heritage - conclusions	The Conservation Officer concluded their comments by stating they consider the development would result in harm at the lower end of less than substantial harm. The Conservation Officer recognised public benefits do arise from the proposals in the form of the restoration of the Listed Building and associated farm complex.	The Applicant agrees with these conclusions.	

GROUND

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.10.7 – 8.10.11	Policy M8 conformity	8.10.7 As outlined above policy M8 of the Minerals and Waste Local Plan clearly states development should not be permitted on Minerals Safeguarded areas unless they meet one of three criteria: They are allocated, prior extraction is proposed or the need outweighs the economic benefit of extraction. 8.10.8 Allocation: The site has not been allocated for development in an adopted local plan or neighbourhood plan 8.10.9 Prior Extraction: The consultation documents do not propose that the mineral is intended to be extracted prior to the development taking place. 8.10.10 Need for Development outweighs the economic and sustainability considerations relating to the resource: As the site is neither allocated nor proposed to be worked prior to development, Policy M8 requires the submission to demonstrate that the need for the development clearly outweighs the economic and sustainability value of the safeguarded mineral resource 8.10.11 While the consultation documents, particularly the Mineral Resource Assessment within the Environmental Statement, includes some information on development need, and estimations of mineral resources within the site, at this stage, we do not consider the assessments, analysis and conclusions within the Mineral Resource Assessment to accurately reflect the potential impact on Oxfordshire's mineral resources. Neither does it currently demonstrate that the development need outweighs the value of the safeguarded resource	It is evident that the current minerals strategy in Oxfordshire is in flux. This project has been evolving over recent years and the minerals safeguarding assessment was compiled in accordance with the current minerals and waste (2017) strategy, which was not expected to be updated until 2031. The plan states that minerals exported outside of the county should be by rail. Elsewhere the local plan confirms that imported aggregates would preferably come in via the rail networks / depots, and additional rail depots should be permitted at suitable locations should the opportunity arise. As per Section 4 of the report, key points taken from the Core Strategy in assessing the economic benefits of extraction include: • Mineral workings and supply facilities will be located and managed to minimise the distance that aggregates need to be transported by road. • Ensure that resources are not needlessly sterilised and remain potentially available for future uses. • The County Councils Oxfordshire Local Aggregate Assessment 2014 sets a provision for land-won crushed rock of 0.584 million tonnes a year, with a total required in Oxfordshire for crushed rock between 2014 and 2031 calculated at 10.512 million tonnes. • If demand grows, and additional supplies of minerals are required, preference will be given to permissions to extend existing quarries rather than for new quarries. The Local Aggregate Assessment 2014 indicates that new quarries are unlikely within the period of the Local Plan. • Permissions for development over a protected mineral could be granted if it can be demonstrated that the mineral can be excavated (through a borrow pit for example) and used on site during the construction phase with minimal use of public highways. Any mineral excavated in this way can only be used in connection with the project. Based on the above criteria to guide assessments of the 'economic benefits' and policy preferences re: extraction, the volume of mineral at the site is not economically viable for extraction, and the preference to take minerals from existing quarries / their extensions is noted. Quarrying of the whole site would generate a quantity of crushed rock that is not needed to meet expected demand. The proposed approach is to make use of site-won aggregates and other material on-site as part of the construction process, preventing the need for importing to meet the 'cut/fill balance'. The key strategy through the evolution of this project is to ensure that the project reuses limestone on site and does not apply additional demand on the mineral supply chain. Strategic rail freight terminals such as OxSRFI are 'nationally significant' infrastructure, and Government policy is that there is 'a compelling need' for more with SRFIs forming part of the governments strategic development aspirations regarding both economic and environmental (climate change and carbon reduction) agendas. The weight attached to any safeguarded resource will need to be viewed in this context.	
8.10.15 – 8.10.19	Quality of Minerals Resource	8.10.15 The Mineral Resource Assessment states that limestone is generally located 1m below the surface, with an average depth of 6m across the site. While the 1m depth is supported by the dataset, it is unclear how the 6m average has been derived, as the data indicates a range of depths between 5m and 10m. We request further clarification from the applicant on this point. 8.10.16 Based on these given assumptions, the Mineral Resource Assessment estimates that the development would sterilise approximately 27.6 million tonnes of crushed rock, assuming 50% of the deposit is workable. However, no justification is	The Applicant accepts that the quants are not as accurate as they might be - further information is available to get a more specific value. What is not is dispute is that there is a large volume of mineral available. Based on current proposals, there is estimated circa 45-50Mt of limestone beneath the development site.	Additional information and details included within the Final ES Chapter 11.

		provided as to why only 50% of the deposit has been assumed to be workable. If 75% were workable, the site could yield around 41.4 million tonnes; at 100%, up to 55 million tonnes. 8.10.17 Even at the 50% assumption, the site contains significant reserves that could meet Oxfordshire's crushed rock requirements for at least 27 years, well beyond the current plan period to 2031. 8.10.18 In light of this information we strongly disagree with the assessment of impact of the loss of this mineral resource as set out in Table 11.4 Summary of Likely Effects in Chapter 11 as minor, and the level of Effect as Minor Adverse. This is a large resource and so should reflect the criteria as set out in Table 11.2 – Sensitivity of Geological Receptors, and be classified as High Sensitivity. Nor do we agree with the Table 11.3 - Effect of the Magnitude Criteria, that only operational resources would be considered major. This site is on a Mineral Safeguarded Area as set out in the Oxfordshire Minerals and Waste Local Plan and the loss of an assumed 27 million tonnes, should be classed as Major. 8.10.19 We therefore seek clarification on how both the depth and workability figures have been calculated. Once this information is provided, we will be able to fully assess the Mineral Resource Assessment and its impact on minerals within Oxfordshire. The Authority would also like additional time to explore undertaking their own Mineral Resource Assessment of this area in light of the scale of mineral sterilisation.	The current earthworks strategy sets out that there will be a total cut of 3.8Mm^3 of soil and rock and similar fill volume. Of this total, circa 1.45Mm^3 is expected to be limestone rock. The assessment in ES Chapter 11 (Ground) has been completed in accordance with the approved ES Scoping criteria which results in a Minor Adverse effect. Workability figures need refinement, but they do not alter the effect based on the scoping criteria.	
8.10.20	Minerals Demand	As Minerals Planning Authority, we wish to highlight that the Mineral Resource Assessment and supporting documents contain several inaccurate and misleading statements regarding the need and demand for crushed rock in Oxfordshire, which must be addressed prior to submission.	Acknowledged. Wording has been revisited in the updated ES Chapter 11 (Ground) and accompanying ES appendices.	Additional information and details included within the Final ES Chapter 11.
8.10.21 – 8.10.23 And 8.10.45- 8.10.50	Ardley Trackway	8.10.21 The application site lies to the northwest of the Ardley Trackway SSSI. This SSSI is designated due to the discovery of Dinosaur footprints within the SSSI area. The applicant has indicated in Chapter 11 of the ES that the application site will not impact on the SSSI due to the distance separating the site. 8.10.22 However in 2024 over 200 additional dinosaur footprints were found to the north of the SSSI at Dewars Farm Quarry. Additional footprints were found in the summer of 2025. Footprints were also found beneath the Ardley Energy from Waste facility which lies close to the application site. Based on this it is clear that this significant and irreplicable geological and palaeontological asset extends well beyond northern boundary of the Ardley Trackway SSSI. 8.10.23 The applicants proposed rail cutting, to connect their rail terminal into the existing Chiltern Main Line (which is in itself in a SSSI), lies to the north of Dewars Farm Quarry and so it is likely that the dinosaur footprints and other palaeontological assets could be present within the application site. Further key points: 8.10.48 Whilst the Ardley Cuttings SSSI does not specifically outline a link to the Ardley Trackway dinosaur footprints, it is clear that this site is designated for its palaeontological significance. As such the councils contend that there is a low sensitivity and therefore a minor adverse effect. 8.10.49 Given this, the councils believe there would be a greater adverse effect which would require mitigation. Palaeontology falls outside the scope of Oxfordshire County Archaeological Services expertise, however the councils consider that a reasonable approach would be to approach a credible palaeontological institute, such as the University of Oxford, and agree a methodology for a watching brief to be undertaken by the palaeontological institute. This watching brief should identify which excavations would need to be monitored based on the anticipated depth of their impact and the location in relation to the relevant limestone deposits. This watching brief would need to be secured via a requirement in the DCO. 8.10.50 These footprints are a know asset which Oxfordshire County Council has sought to mitigate and avoid impacts on when determining applications for minerals extraction within the locality. For instance, Condition 17 in recent permission MW.0049/23 limits the excavation of minerals resources at Dewars Farm to the depth of the top of the relevant geological strata. This type of condition would not be possible in relation to the proposed development, however it highlights that the likelihood of significant impacts on these assets has been deemed significantly high to warrant	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.	Additional information and details included within the Final ES Chapter 11.

		mitigation in the form of a condition. The Councils do not see that this should not be the case for the proposed development.		
8.10.28	Adequacy of ES and mitigation	Section 3.5 describes crushed rock as “abundant” in Oxfordshire. This is a misleading term for describing mineral resources. Mineral resources are finite, non-renewable, and can only be worked where they naturally occur. Oxfordshire’s crushed rock deposits are locally and regionally significant due to the limited geological availability across the wider South East. The NPPF requires Minerals Planning Authorities to safeguard such resources.	This has been corrected in the final Minerals Assessment (ES Appendix 11.3)	Additional information and details included within the Final ES Appendix 11.3.
8.10.34 – 8.10.35, and 8.10.37	Conformity with policy	8.10.34 In light of the evidence provided at this time, in particularly the Mineral Resource Assessment, at this stage the consultation documents do not demonstrate how the need for the development outweighs the economic and sustainability considerations relating to the mineral resource. 8.10.35 Therefore, we require additional information to be able to fully assess the mineral resources and assess whether it is contrary to Policy M8 of the Oxfordshire Minerals and Waste Local Plan 8.10.37 No mitigation measures to safeguard the mineral resources have been put forward therefore the proposal is currently considered contrary to Paragraph 5.916 of the NNNPS.	In accordance with the current minerals and waste (2017) strategy, the mitigation is to ensure that the mineral is reused within the Application Site, and no additional demand is placed on the wider supply. Also see response to 8.10.7 – 8.10.11.	
8.10.39 – 8.10.43	Resource requirements	8.10.39 Minimal information has been provided on the construction materials required for this development within the consultation materials. While it is acknowledged that aggregates will be needed, the consultation materials lacks detail on the types, quantities, timescales, and sources of material. Table 13.12 lists several Oxfordshire mineral sites as potential sources, but these may close or cease extraction during the construction period. 8.10.40 To be able to fully assess the environmental impacts of this site, the mineral requirements should be provided ahead of submission. 8.10.41 In addition to enable the Minerals Planning Authority to plan for a steady and adequate supply, as required by the NPPF, further detail is needed on the specific aggregate requirements and sourcing strategy 8.10.42 Paragraph 13.5.27 concludes that the effect of construction materials is “Not Significant” and this is also reiterated at 11.7.15 of Chapter 11. However, this conclusion is not supported by sufficient evidence. For example, if crushed rock is required, Oxfordshire’s current landbank is only 4.9 years—well below the NPPF’s 10-year requirement. Sharp sand and gravel reserves were also nearing the 7-year NPPF threshold at the end of 2023. This site could need significant external minerals to construct. 8.10.43 Without clear information on material demand and availability, it cannot be concluded that the impact is “Not Significant.” Furthermore, paragraph 13.5.26 does not demonstrate that substantial quantities of quarried material are available to support this development	ES Chapter 13 (Materials and Waste) contains further information on the volumes and types of aggregates/other materials which are needed to construct the Proposed Development to allow for proper assessment against the material supply to be carried out.	Additional information and details included within the Final ES Chapter 13.
8.10.52 – 8.10.58	Conclusions	8.10.52 Further information on assumptions made in the Mineral Resource Assessment is required for consideration by the Minerals Planning Authority. More information is required on the material resources, and their sources, required by the development for them to be properly assessed in the Environmental Assessment. More information is required on the use of the Strategic Rail Freight Interchange for aggregate freight. 8.10.53 No mitigation for the sterilisation of the mineral has been provided. 8.10.54 The Assessment criteria for mineral resources should be amended to accurately reflect the sensitivity and magnitude of impact of this proposal on Mineral Safeguarded Resources ahead of submission. 8.10.55 Due to the significant minerals resources impacted by this proposal the Minerals Planning Authority may need to resource external consultancy to fully review the mineral resource implications and make a further response to the impact on Mineral Safeguarded Resources. 8.10.56 At this time the proposal potentially sterilises at least 27 million tonnes of crushed rock, which is a significant amount, especially when Oxfordshire’s Crushed	The ES and the supporting Minerals Assessment (ES Appendix 11.3) have been updated in light of the comments raised to provide updated figures along with justification on how these have been derived. Economic demand and balanced with economic requirement for the development have also been updated. The main mitigation factor in line with policy is to ensure that the minerals excavation are processed and reused on site so as to put no additional pressure on resource. Mitigation in the form of a watching brief during excavations into strata likely to be of more palaeontological significance have been included.	Additional information and details included within the Final ES Chapter 13.

		rock landbank is below the required 10 years and Central Government is promoting a growth agenda. 8.10.57 No information has been provided on the quantities of material needed to deliver this project, and this could have significant environmental impacts and should be considered and included before submission 8.10.58 The applicant has underestimated the significance of impacts on potential palaeontological assets and is required to ensure adequate mitigation in the form of a watching brief is agreed with a credible palaeontological institution and secured via a requirement in the DCO.		

SOCIO-ECONOMIC

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.11.9	Health and Heyford future residents	The health assessment doesn't appear to explicitly refer to future residential units proposed in the Heyford Park wider site, some of which might be located on the boundary with the rail freight interchange	The Heyford Park site is referenced as relevant within the Health Impact Assessment (ES Appendix 12.3).	Additional information and details included within the Final ES Appendix 12.3.
8.11.8 and 8.11.10	Activity and active travel	8.11.8 It is understood that this development will include the provision of vehicular relief roads/bypasses as well as an active travel bridge to the north of the site. This will be a welcome addition to the development as a way to encourage active travel and connectivity. 8.11.10 The rationale around the beneficial effects to physical activity is acknowledged. Due to local issues with physical inactivity and low rates of active travel to places of work, it will be essential that the proposed foot and cycleways provide safe and direct connections from the rail freight interchange and surrounding settlements, such as Heyford Park and Bicester.	Connections between the Main Site with Heyford Park and Bicester are provided and with low-level solar stud lighting now proposed to help improve safety on proposed walking/cycling routes.	Yes – solar stud lighting proposed on walking/cycle routes to improve safety for users.
8.11.12	Adequacy of the draft ES and proposed mitigation	As outlined above the applicant needs to ensure that the impact from noise and air quality have been considered in relation to proposed residential units at Heyford Park following the submission of an application for up to 9500 dwellings at on the site (LPA Ref; 25/02190/Hybrid) and following the recent report of the New Town's Commission shortlisting the site as one of 12 new towns within the Country. This report proposed up to 13500 homes at Upper Heyford and the impact of the proposed SRFI on residential receptors on this site need to be considered.	The new planning application for 9,000 homes at Heyford Park, as well as the New Town proposals, are both included within the Section 12.7 (Cumulative Effects) of ES Chapter 12 (Socio-Economics).	Additional information and details included within the Final ES Chapter 12.
8.11.13 and 8.11.14		8.11.13 The Council welcomes the provisions with the proposed development for walking and cycling connections to the site. The applicant should ensure use of these routes are incentivised. 8.11.14 The applicant needs to further consider the impacts of the scheme on residential receptors at the proposed new town at Heyford Park adjacent to the site.	Further details about the proposed walking and cycling connections are provided within the Transport Assessment (ES Appendix 3.1). The Heyford Park proposals (new planning application and the New Town) are considered within the Cumulative Effects section (Section 12.7) of ES Chapter 12, and also the HIA (ES Appendix 12.3)	Additional information and details included within the Final ES Chapter 12, ES Appendix 12.3 and ES Appendix 3.1.

WASTE

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.12.10	OCC policy relating to minerals and waste and loss of the IVC Facility (referred to as Ashgrove Farm by OCC).	This site proposes the removal of Ashgrove Farm, a waste management facility that manages up to 35,000 tonnes of waste per year. The Ashgrove Farm site is listed within Appendix 2 of the Oxfordshire Minerals and Waste Local Plan and in the Authority's Annual Monitoring Reports. Therefore, it is a safeguarded site under Policy W11 of the Oxfordshire Minerals and Waste Local Plan.	ES Chapter 13 (Materials and Waste) considers the effects of this capacity potentially disappearing, including a demonstration of stakeholder engagement and local capacity requirements. Please see ES Chapter 13 (Materials and Waste) for more information.	Additional information and details included within the Final ES Chapter 13.
8.12.11		The proposal for the Strategic Rail Freight Interchange is not within an adopted Local Plan or Neighbourhood Plan.		
8.12.12		The consultation documents do not propose to deliver equivalent waste management capacity elsewhere.		
8.12.13		The consultation documents have not demonstrated that Ashgrove Farm is no longer required.		
8.12.14		A detailed waste needs assessment has not been provided as part of the consultation, and this is required to be able to fully assess the impact of the loss of this site. It is critical that this is undertaken before Submission, so that the full implications of this development can be considered prior to submission.		
8.12.17	Waste data to demonstrate loss of IVC Facility	At Section 13.4.25 the consultation document states that the Waste Data Interrogator provides details of waste capacity. This is incorrect, the Waste Data Interrogator provides details of waste movements received or removed from sites, not capacity.	In the absence of a better source of publicly available data for capacity of waste facilities, it is common practice to use the Waste Data Interrogator as an indicator of the operational throughput of waste management facilities. The use of the throughput actually provides a more conservative value than capacity as the majority of waste facilities do not operate at their full permitted capacity. Where information on the permitted capacity of waste management facilities is available, this has been used instead of data taken from the Waste Data Interrogator.	
8.12.18		Without the detailed figures and method of calculation provided to reach the figures in 13.4.25, it is assumed that the figures included are the average waste received into Oxfordshire Sites between 2019 -2023, and the Waste Data Interrogator has indicated that Oxfordshire's composting and food waste treatment facilities are potentially receiving around 226,298tpa.	Yes this is correct – it takes into account AD and composting sites within Oxfordshire (including the site at Ashgrove Farm). Detailed figures and methods of calculation have been included in ES Chapter 13 (Materials and Waste) where required.	
8.12.19		With a capacity of 239,000 taken from the AMR, which could be less due to the closure of temporary sites, waste received at these sites is potentially reaching capacity, therefore the loss of Ashgrove farm could significantly impact Oxfordshire's Waste Management Capacity.	See response to 8.12.10.	
8.12.20		However, to fully assess and understand the full implications of the impact of the potential loss of this site a full Waste Needs Assessment will need to be prepared. As this has not been provided by the applicant, Oxfordshire County Council will need to undertake this.	See response to 8.12.10.	
8.12.21		At this stage it has not been proven that the site is no longer required for waste management, nor is the development within a Local Plan or Neighbourhood Plan, nor is it proposed to be provided elsewhere. Therefore, until a full waste needs assessment is undertaken, this proposal is contrary to Policy W11 of the Oxfordshire Minerals and Waste Local Plan.	See response to 8.12.10.	
8.12.23	Assessment of Buckinghamshire's, Milton Keynes or West Northamptonshire's waste needs	In addition, no assessment of Buckinghamshire's, Milton Keynes or West Northamptonshire's waste needs has been provided to demonstrate that they can manage the additional 35,000tonnes annually if Ashgrove Farm were to be lost.	In line with the proximity principle, it has been demonstrated that the removal of Ashgrove Farm will not have an impact on waste management in Oxfordshire and there is sufficient capacity to manage all organic wastes generated by Oxfordshire within the OCC boundary. Please see paragraphs 13.4.22 to 13.4.32 of ES Chapter 13 (Materials and Waste) for more information. Therefore, an assessment of whether there is capacity within surrounding counties of Buckinghamshire, Milton Keynes or West Northamptonshire to manage organic waste from Oxfordshire is not required.	Additional information and details included within the Final ES Chapter 13.

8.12.24	Further detail required in the ES	It is not considered that the Environmental Statement (ES) and supporting documents provide sufficient detail on the impact of the proposed development on Ardley Landfill, particularly regarding the north-eastern edge of the site, which extends into the landfill area. There is a lack of clarity on the following points: • The anticipated quantity of waste to be removed from the restored landfill, including the existing cap, • The material needed for the recapping, • Any alternatives considered for the management of the waste removed from the cells, if the EA do not permit the placement of the waste on the wider site	Noted - this information was still in preparation at the time of submitting the draft ES chapter and therefore not able to be included within ES Chapter 13 (Materials and Waste). Further information on these points is covered in the updated ES Chapter 13 (Materials and Waste) in paragraphs 13.4.33 to 13.4.35, and paragraphs 13.5.20 to 13.5.24.	Additional information and details included within the Final ES Chapter 13.
8.12.25		This information is essential for a full assessment of the proposal and should be provided before any decision is made	See response to 8.12.24.	
8.12.27		We would have expected a greater level of detail regarding the specific types of waste anticipated, the projected quantities for recycling, and the potential impacts on Oxfordshire's waste management facilities beyond landfill alone. Whilst we recognise that IEMA guidelines require developments to consider impacts on landfill capacity, due to the scale and nature of this development, we would expect that the impact on other waste management capacity should be considered.	ES Chapter 13 (Materials and Waste) follows the methodology from the IEMA Materials and Waste EIA guidance which assesses the impact of waste generation on landfill capacity. The impact of waste generation on the capacity of other waste management facilities have been included within ES Chapter 13 (Materials and Waste).	Additional information and details included within the Final ES Chapter 13.
8.12.29		Without the detailed information on potential waste arisings and management routes, we are unable to agree with the assertion in paragraph 13.4.18 that the sensitivity of waste transfer and treatment sites to construction and demolition from the development waste is low, nor with the conclusion in Table 13.23 that the preliminary assessment of construction impacts is slight	See response to 8.12.27.	
8.12.30		This proposal has significant potential to impact existing local recycling and recovery capacity and therefore this should be considered and assessed.	See response to 8.12.27.	
8.12.31		We request that the applicant provides further clarity on these points to ensure the impacts of the development can be fully considered and the proposal aligns with Oxfordshire's waste management targets	See response to 8.12.27.	
8.12.32	Permanent nature of IVC Facility	The planning permission for the Biffa Green Power IVC Facility at Ashgrove Farm is permanent, not temporary, and thus forms part of Oxfordshire's permitted permanent waste management capacity. The assumptions within the consultation documents that it is a temporary facility should be removed and corrected within the Environmental Statement (13.4.19).	The text within paragraph 13.4.23 of ES Chapter 13 (Materials and Waste) has been updated to ensure it is clear that although the lease may expire in 2030, the planning permission for a waste management facility remains in place as a permanent permission.	Additional information and details included within the Final ES Chapter 13.
8.12.33	Correction on the IVC Facility	Paragraph 13.4.22 is incorrect and should be addressed prior to submission. Ashgrove Farm is listed within Appendix 2 of the Oxfordshire Minerals and Waste Local Plan, and it is also listed within the Authority Monitoring Reports. It is a safeguarded site and Policy W11 applies.	Noted – paragraph 13.4.24 of ES Chapter 13 (Materials and Waste) has been updated to reflect this comment. The site is referred to as Ashgrove Farm, biological treatment, No. 014 in Appendix 2.	Additional information and details included within the Final ES Chapter 13.
8.12.34	Impact of loss of IVC Facility	The impact of the loss of this site has not been accurately considered in terms of loss of waste management capacity in Oxfordshire.	It has been demonstrated that the removal of Ashgrove Farm will not have an impact on waste management in Oxfordshire and there is sufficient capacity to manage all organic wastes generated by Oxfordshire within the OCC boundary. Please see paragraphs 13.4.22 to 13.4.32 of ES Chapter 13 (Materials and Waste) for more information. Proposed mitigation for the removal of Ashgrove Farm is therefore not required.	Additional information and details included within the Final ES Chapter 13.
8.12.35	Mitigation for removal of IVC Facility	No mitigation has been provided for the proposed removal of Ashgrove Farm.	See response to 8.12.34.	

AGRICULTURAL LAND

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.13.9 – 8.13.10	Conclusions on agricultural land	8.13.9 The proposal would result in the loss of BMV Agricultural Land totalling 38.2ha, equating to 9% of the development site. As it would exceed 20ha in area, the proposal would constitute a major adverse effect. The management, protection and re-use of top-soils would ensure that soil resources of the site would be effectively managed and is considered to be an adequate mitigation measure. 8.13.10 Given the negative impacts of the proposal on BMV Agricultural Land, this will need to be balanced against other negative impacts, as well as public benefits of the proposed development.	The Applicant acknowledges the conclusions. The planning balance of the OxSRFI scheme is set out in the Planning Statement which takes into consideration the adverse effects as well as the significant socio-economic benefits to be delivered by the Proposed Development.	Additional information and details included within the Final Planning Statement (Document 5.4)

CLIMATE CHANGE

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
Section 8.14	Carbon Management Plan	OCC will need to review a draft Carbon Management Plan in advance of submission to the Planning Inspectorate. We would expect this plan to include provision of Green Leases, encouraging public transport as well as walking and cycling, applying BREEAM Excellent status, and a plan for mitigating the impact of unregulated energy use.	A Carbon Management Plan (CMP) is provided as ES Appendix 15.5. The CMP includes detail regarding green leases (paragraph 1.5.5 and Table 2.6), public and active transport (paragraph 1.5.6 and Table 2.6), and a focus on achieving BREEAM 'Excellent' (paragraph 1.4.2). The Energy Strategy (ES Appendix 15.4) details emissions reduction measures with regards to unregulated energy use.	Additional information and details included within the Final ES Chapter 15, ES Appendix 15.4 and ES Appendix 15.5.
Section 8.14	Emissions calculation	OCC also expects the applicant to update to GHG emissions calculations including refrigerant gases and embodied carbon of solar PV and BESS.	The calculation of embodied carbon accounts for the inclusion of solar PV and Battery Energy Storage Systems (see Sections 15.5 and 15.6). ES Appendix 15.2 details the methodology used to calculate such emissions. Emissions associated with refrigerant gases have not been quantitatively assessed, see paragraph **Error! Reference source not found.** of ES Chapter 15 (Climate Change).	Additional information and details included within the Final ES Chapter 15 and ES Appendix 15.2.
Section 8.14	Mitigation	The number of EV parking spaces should be increased to 25% to match OCC's standard. A commitment should be provided that the remaining vehicle parking spaces will be fitted with passive EV charging infrastructure.	This has been committed to, see paragraph **Error! Reference source not found.** of ES Chapter 15 (Climate Change).	Yes – a commitment to deliver 25% EV parking to match OCC standards
Section 8.14	Assessment scope	OCC require the applicant to model a GHG emissions scenario in which the intermodal rail terminal is not operational.	The assessment of operational emissions (see ES Chapter 15 (Climate Change) Sections 15.5 and 15.6) considers the full Proposed Development in operation (i.e. assuming the operation of the full warehouse footprint and rail terminal, the maximum design scenario). This is to ensure all material emissions arising from the Proposed Development are captured within the assessment and final conclusion of significance. As set out within ES Appendix 2.3 (Construction Environment Management Plan (CEMP)), the construction programme focuses on the completion of the rail terminal elements of the Proposed Development, prior to the anticipated first occupation of the warehouse units (see Appendix One to the CEMP). As such, it would be unrealistic to present a scenario where the rail terminal is not operational prior to the full completion and occupation of the warehouse units.	Additional information and details included within the Final ES Chapter 15 and ES Appendix 2.3.
8.14.34	End of trip facilities	The statement and appendices provided are well-considered and the conclusions reached are generally accepted. The Framework Travel plan should give consideration to providing adequate provision for bicycle parking, as well as end-of-trip facilities that are available to each respective tenant and their employees. End of trip facilities should include showers, changing rooms, lockers and bathrooms to increase the attractiveness of more sustainable forms of transportation.	The Framework Travel Plan (ES Appendix 3.2) sets out that the Proposed Development will include end of trip facilities.	Additional information and details included within the ES Appendix 3.2.
8.14.35	Footway/ Cycleway/ Rights of Way Strategies	The Footway/Cycleway/Rights of Way Strategies for Phases 1 and 2 should be updated to ensure that the 'New/Upgraded Highway Works provided by OxSRFI' routes incorporate footpaths and cycle infrastructure to ensure that safe commuting by sustainable forms of transportation is encouraged, particularly those commuting from Heyford Park and Ardley.	Addressed in ES Chapter 15 (Climate Change).	Additional information and details included within the Final ES Chapter 15.
8.14.36	Mitigation	The Draft ES notes that 20% of car parking will have EV chargers and it is assumed that these would be 'active' EV spaces. A commitment should be provided that the remaining 80% of car parking spaces will be fitted with passive EV charging infrastructure, to ensure that these can be easily connected as demand for electric vehicles increases in the future. It should also be noted that OCC requirements for active charging spaces is 25%. The Carbon Management Plan could also include the commitment that any fleet and delivery vehicles that prospective tenants may employ within their respective businesses will be electric vehicles. This could be included in the green leases that are proposed as part of the Carbon Management Plan. Provision should also be made within the proposed development for hydrogen vehicle infrastructure	The provision of EV charge points across 25% of the car parking spaces has been committed to, alongside passive charging infrastructure across the remaining spaces. See paragraph **Error! Reference source not found.** of ES Chapter 15 (Climate Change). It is not commercially viable to require tenants to use electric vehicles only: while the direction of travel is towards zero emission HGVs, it is only by 2040 that all new HGVs will be zero emission. Until, and beyond, this point it should be expected that tenants will need to use the full mix of vehicles in their fleet while they continue to make the transition to zero emissions vehicles. Furthermore, tenants may wish to adopt alternate technologies depending on the success of each respective fuel source. With regards to the provision for hydrogen vehicles, a hydrogen re-fuelling station would not be viable to include within the Proposed Development -	Yes – a commitment to deliver 25% EV parking to match OCC standards

			such infrastructure is not insignificant and comes with high costs. Without clear indication of demand, and limited existing infrastructure regarding the transportation and distribution of hydrogen, the provision of such refuelling capabilities at the Proposed Development is not considered feasible. Given the key purpose of the Proposed Development is to promote the use of rail freight, enabling emissions savings arising from the modal shift from road to rail, the focus of the Proposed Development is not on the increasing the use of hydrogen HGVs for long distance journeys.	
8.14.37	Assessment scope	The Draft ES includes the assumption that the development is focussed around the transition from road freight to rail freight transport and the principle of this is accepted. The calculations provided within the assessment include significant saving in emissions that are a result of 'avoided emissions'. However, modelling should also be carried out in the instance that the rail freight transport arrangements for the site including the rail terminal building as well as the connection to the Chiltern Line are not complete and operational by the time that warehouse buildings may be complete and occupied. This would lead to the development operating more as a logistics park rather than an SRFI and more heavily reliant on road transport/HGV movements than the modelling contained within the Energy Strategy anticipates.	The assessment of operational emissions considers the full Proposed Development in operation (see ES Chapter 15 (Climate Change) and Sections 15.5 and 15.6) (i.e. assuming the operation of the full warehouse footprint and rail terminal, the maximum design scenario). This is to ensure all material emissions arising from the Proposed Development are captured within the assessment and final conclusion of significance. As set out within ES Appendix 2.3 (CEMP), the construction programme focuses on the completion of the rail terminal elements of the Proposed Development, prior to the anticipated first occupation of the warehouse units (see Appendix One to the CEMP). As such, it would be unrealistic to present a scenario where the rail terminal is not operational prior to the full completion and occupation of the warehouse units.	Additional information and details included within the Final ES Chapter 15 and ES Appendix 2.3.
8.14.38	Mitigation	It in the Draft ES (Appendix 15.2) the Applicant has stated that: 'fuel procurement for onsite vehicles and plant will be reviewed, with biodiesel/hydrotreated vegetable oil (HVO)/electricity used preferentially where feasible.' OCC would like to see a stronger commitment to the use of HVO and alternative fuels, including electricity and hydrogen, to reflect OCC's own use of HVO and hydrogen in its fleet, and the fleets of its contractors. In addition, transparency in the supply chain for the procurement of HVO is essential to ensure actual emissions savings, alongside the use of recycled rather than virgin oils in the manufacture of any HVO used on site.	This commitment has been strengthened within the Carbon Management Plan (ES Appendix 15.5), to ensure transparency in the supply chain.	Additional information and details included within the Final ES Chapter 15 and ES Appendix 15.5.
8.14.39	Assessment scope	Appendix 15.2 of the Draft ES states that it is not yet known whether warehouses will be predominantly refrigerated or unrefrigerated. While this is to be expected at this stage, the Global Warming Potential (GWP) of many refrigerant gases is significant. A contingency should be included within the GHG calculations to account for a scenario where a significant amount of refrigeration is required, or at the least mitigations for refrigerant gas leakage and consideration of refrigerant gases with the lowest GWP should be included within the climate change assessment.	Emissions associated with refrigerant gases have not been quantitatively assessed, see paragraph **Error! Reference source not found.** of ES Chapter 15 (Climate Change) for further detail supporting this.	Additional information and details included within the Final ES Chapter 15.
8.14.40	Energy Strategy and emissions calculations	Overall, Appendix 15.4 of the Draft ES (Energy Strategy) is a good document, and comprehensive, however there are a few issues to highlight. The Energy Strategy notes that 100% of available roof area will be made available to be filled with solar PV (pending further information on the capacity of the DNO for export back to the grid). The OHA is very supportive of such measures, but an analysis of the embodied carbon of the proposed PV infrastructure should be included within the GHG assessment given the potential significance of the installation. Similarly, the Energy Strategy states the need for a Battery Energy Storage System (BESS) on site – both BESS and solar PV have potentially high levels of embodied carbon which should be explored within the GHG assessment.	The calculation of embodied carbon accounts for the inclusion of solar PV and Battery Energy Storage Systems (see ES Chapter 15 (Climate Change) Sections 15.5 and 15.6). ES Appendix 15.2 details the methodology used to calculate such emissions	Additional information and details included within the Final ES Chapter 15 and ES Appendix 15.2.
8.14.41	Energy Strategy	In the Energy Strategy, while the building fabric does and, in some cases, exceed 2021 Part L requirements, and BREEAM very good status has been mentioned in the statement, not all u-values meet BREEAM proposals, and the development has not committed to achieve BREEAM excellent status, which developments in the county should be striving for. Air permeability is the only area that the Strategy is meeting and exceeding excellent, and therefore opportunities for improving fabric measures should be explored.	The Proposed Development is targeting a minimum of BREEAM Excellent, with aspirations to achieve Outstanding as part of Mountpark's base build shell and core specification (see ES Chapter 2, and Main Site DAD (Document 5.8A)). A BREEAM pre-assessment has been completed to identify the credits required to achieve this. It should be noted that while u-values play a role in the achievement of the relevant BREEAM credits (Ene 01), they are not the only factor and there is no specific requirement or threshold for u values to be achieved.	
8.14.42	Energy Strategy	Unregulated energy is mentioned but not addressed, which leaves a performance gap. We expect to see a plan, or at the very least some suggestions on how this would be mitigated.	Unregulated energy demand has been approximated within the Energy Strategy (ES Appendix 15.4) which includes details regarding how such emissions can be reduced.	Additional information and details included within the ES Appendix 15.4.
8.14.43	Carbon Management Plan	Offsets are discussed in Appendix 15.5 of the Draft ES (Carbon Management Plan). While it is accepted that offsetting may be necessary after all other on-site options have been explored, the preference would be for any additional offsetting	As stated in Section 2.3 of ES Appendix 15.5, the Applicant is not targeting the offsetting of emissions at present, given their focus remains on reducing, as far as feasible, emissions associated with the construction and operation	Additional information and details included within the Final ES Chapter 15, ES

		requirements to be fulfilled using schemes within Oxfordshire, funding projects around the county rather than looking to accredited national schemes. A discussion with the host authority should be arranged when necessary to explore the options within Oxfordshire	of the Proposed Development. See ES Appendix 15.5 Carbon Management Plan for full details. Furthermore, the design of the Proposed Development includes landscape planting within the locality of the site, including areas of woodland which, when managed sustainably, woodland acts as a “carbon sink”, sequestering or removing CO_2 from the atmosphere over time. This has been accounted for within ES Chapter 15 (Climate Change) Sections 15.5 and 15.6. See ES Appendix 15.2 for full methodology.	Appendix 15.2 and ES Appendix 15.5.
8.14.44	Mitigation	The Draft ES notes that with further mitigation proposed, including a Carbon Management Plan, that the proposed development would be negligible/not significant. Council considers that there are further measures that could be implemented that could further reduce carbon emissions, as outlined above.	It should be noted that ES Chapter 15 (Climate Change) concludes minor adverse not significant effects arising from emissions associated with the construction and operational phases. The Carbon Management Plan (ES Appendix 15.5) includes a comprehensive range of emissions reduction measures to be implemented throughout the construction and operation of the Proposed Development. It is considered that the Applicant's commitments regarding emissions reduction measures align with national policy and the UK's net zero trajectory, and as such further mitigation measures to reduce emissions arising from the Proposed Development are not required.	Additional information and details included within the Final ES Chapter 15 and ES Appendix 15.5.
8.14.45	Assessment scope	Modelling should be undertaken in case of the event that the rail infrastructure and terminal building are not complete or operational prior to the occupation of the warehouse units	The assessment of operational emissions considers the full Proposed Development in operation (see ES Chapter 15 (Climate Change) Sections 15.5 and 15.6). This is to ensure all material emissions arising from the Proposed Development are captured within the assessment and final conclusion of significance. As set out within ES Appendix 2.3 (CEMP), the construction programme focuses on the completion of the rail terminal elements of the Proposed Development, prior to the anticipated first occupation of the warehouse units (see Appendix One to the CEMP). As such, it would be unrealistic to present a scenario where the rail terminal is not operational prior to the full completion and occupation of the warehouse units.	Additional information and details included within the Final ES Chapter 15 and ES Appendix 2.3.

CUMULATIVE EFFECTS

Paragraph/s	Topic	OCC/CDC Comments	Applicant Response	Changes to the scheme post Stage 2 consultation which relate to the comment
8.15.5 – 8.15.6	Cumulative assessment and sites/projects	8.15.5 Since the ES Scoping Opinion was issued a number of other developments have been added for the purposes of the cumulative assessment. This is included within Matrix 1 of Chapter 16. The projects outlined are said to be those falling within a Zone of Influence of 2km from the application site, or those which make assessment relevant. The Draft Table outlined within Matrix 2 will be progressed with those that have been considered by the applicant to progress to Stages 3 and 4 to include an assessment of potential cumulative effects with the NSIP, proposed mitigation applicable to the NSIP and the residual cumulative effects. 8.15.6 The projects that the applicant considers to be relevant for Stage 3 and 4 assessment are Heyford Park, Bicester Expansion/Eco Town, Great Wolf Leisure Resort, David Wilson Homes Residential Site, Albion Land and Tritax Site, M40/J9 Tritax Development and Richborough Estates. HS2, East West Rail and the Adley Landfill Energy Recovery Centre have been discounted from further assessment due to either their distance from the proposed development or the fact that it is existing development.	The list of cumulative sites included within the Stage 2 (statutory) consultation were informed by prior consultation with CDC officers.	
8.15.11	Conclusions on Cumulative Effects	8.15.11 In assessing the cumulative impacts of the proposed development, the assessment should be taken of large-scale projects outside of the Cherwell District administrative boundaries, particularly those that will rely heavily on the M40. Within Cherwell, consideration should be given to the Puy Du Fou theme park proposal and the Heyford Park proposal for 13,000 homes at Heyford Park as part of the New Towns Taskforce	The Applicant does not agree that additional large-scale projects using the M40 should be included within the cumulative effects assessment. However, the Applicant does consider that Puy du Fou and the recent proposals at Heyford Park (the planning application for 9,000 new homes and New Town proposals for 13,000 homes), should be included within the cumulative effects assessment. Given their current stage of progress, i.e., planning applications not approved, and the extent of development not included in an adopted Local Plan, the cumulative assessment will be proportionate throughout the ES chapters.	

App 35 – s47 and other bodies list and consultation responses – land comments

Number	Date	Consultee (if relevant)	Name (first G last)	Type of consultee (resident/ business/ press/ community group/ stakeholder)	Summary of comment	Date of response	Applicant comment in response	Changes to the scheme post Stage 2 consultation which relate to the comment (only note Yes where relevant)
LAND1	24/09/2025	National Plant Inquiries	Plants Enquiries Team	Business	Request for future enquiries to be addressed differently.	06/11/2025	Enquiry addressed differently as requested.	
	17/11/2025				Confirmation that no Vodafone apparatus is located within the vicinity of the proposed works.	N/A	N/A	
LAND2	24/09/2025	BT	Chetan Mahajan	Business	Request for additional information.	Ongoing	Discussions ongoing to include Protective Provisions in the DCO.	
LAND3.1	24/09/2025	Southern Gas Networks	Edward Meers	Business	Request for additional information.	23/10/2025	Additional information provided.	
LAND3	22/10/2025			Business	Request for additional information.	23/10/2025	Additional information provided.	
	29/10/2025		Laura and Phillip	Business		29/10/2025	Additional information provided.	
	11/10/2025		Edward Meers	Business	Confirmation of SGN assets within DCO boundary.	Ongoing	Discussions ongoing to include Protective Provisions in the DCO.	
LAND4	24/09/2025	Grant Hayward	ROBIN Network	Business	Request to be removed from mailing list.	N/A	Contact details removed from mailing list.	
LAND5	25/09/2025	Bignell Park Farm,	C.J.Lane Fox	Resident	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).	

LAND6	25/09/2025	National Grid	Rachel Hagan	Business	Confirmation that no National Grid apparatus is located within the vicinity of the proposed works.	N/A	N/A	
LAND7	25/09/2025	AlRayan Bank	Manbub Hussain	Business	Request for additional information.	31/10/2025	Additional information provided.	
LAND8	25/09/2025	HS1 Ltd	Ben Olney	Business	Request to be removed from mailing list.	N/A	Contact details removed from mailing list.	
LAND9	29/09/2025	Department for Transport	Khasru Ali	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.	
LAND10	30/09/2025	City Fibre	CA Telecom Diversionary Team	Business	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.	
LAND11	01/10/2025	GTC	Beth Gordon	Business	Contacted requesting a shapefile or site layout plan to detemine which if any GTC assets will be impacted.	23/10/2025	Location plan issued.	
	07/11/2025	GTC	Beth Gordon	Business	Request for a shapefile.	11/11/2025	Shapefile issued.	
	10/12/2025	GTC	Beth Gordon	Business	Confirmation that GTC apparatus is located within the Order Limits.	Ongoing	Discussions ongoing to include Protective Provisions in the DCO.	
	06/01/2026	GTC	Beth Gordon	Business	Request for a shapefile following reconsultation as a result of Order Limits amendment.	13/03/2026	Updated shapefile issued.	
	13/02/2026	GTC	Beth Gordon	Business	Request for a shapefile following reconsultation as a result of Order Limits amendment.			
	27/03/2026	GTC	Beth Gordon	Business	Confirmation that GTC apparatus is located within the Order Limits.	Ongoing	Discussions ongoing to include Protective Provisions in the DCO.	

LAND12	07/10/2025	N/A	Mr Robinson	Resident	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.	
LAND13	03/10/2025	N/A	David Williamson	Resident (From consultation - Heyford Park)	Consultation request for material	03/10/2025	Issued plan queried for at consultation event.	
Consultation Closed								
LAND14	10/11/2025	N/A	Peter Giles	Resident	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.	
LAND15	10/11/2025	N/A	Adrian Reynard	Resident	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).	
LAND16	12/11/2025	N/A	Mick Pont	Resident	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.	

Consultation Report

Appendix 36 – Stage 2 – Section 48 Notice

Bicester Advertiser

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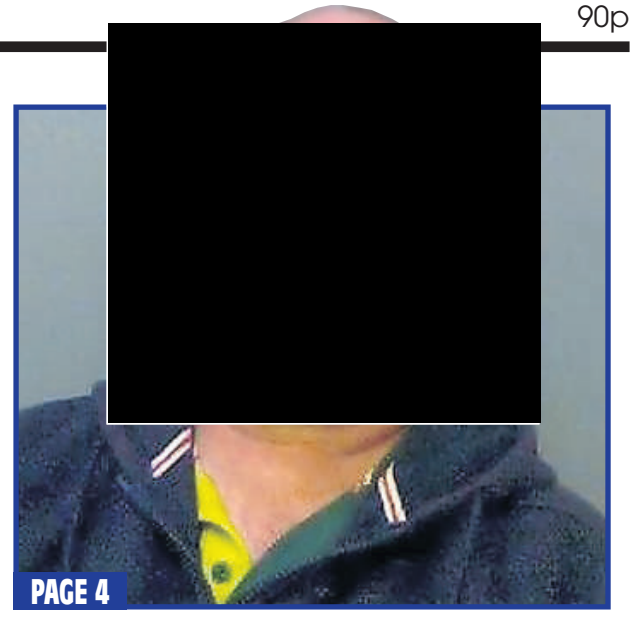
DOZENS AT CIVIC SERVICE AND PARADE



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 liv eco-town in Bice come new traffic tions approved county council.

The Elmsbrook Bicester will see n measures designed age active transpor reduce car traffic

deleine Evans
addy.evans@newsquest.co.uk

alled on Charlotte Avenue. Plans include a bus lane, ading bay at cafe and 20mph eed limits throughout the estate.

FULL STORY: Page 5

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OPINION SPLIT OVER THEME PARK PLANS

WHITELANDS ACADEMY

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WEDNESDAY 1ST OCTOBER

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GOODS Vehicle Licensing

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

PETER WILSON Deceased
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Cherwood House Care Centre, Buckingham Road, Bicester, Oxfordshire, OX27 8RA, who died on 14/07/2025, must send written particulars to the address below by 19/11/2025, after which date the Estate will be distributed having regard only to claims and interests notified.
Jane Dwyer
c/o Horwood & James LLP, 7 Temple Square, Aylesbury, HP20 2QB. Ref: JD.070173.Wilson

JOSEPH PATRICK HUGHES Deceased
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Rivendell, Whales Lane, Marsh Gibbon, Bicester, Buckinghamshire, OX27 0HB, who died on 23/05/2025, must send written particulars to the address below by 19/11/2025, after which date the Estate will be distributed having regard only to claims and interests notified.
Nick Ash c/o Wills & Probate Services, Unit 4 The Stirling Centre, Stirling Way, PE6 8EQ.
Ref: 2025/6522/SEM

BRIAN HUDSON (Deceased)
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 30 Hornbeam Road, Bicester, OX26 3XZ, who died on 09/09/2025, are required to send written particulars thereof to the undersigned on or before 19/11/2025, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.
RACHEL STAFFORD LEGAL SERVICES, 22 Whittle Road, Thame, Oxfordshire, OX9 3PF

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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). – Mr Roger Michael Mackrell*.

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 – James Pillage*.

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 – James Pillage.

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

25/02235/F – Yarnton – Paternoster Farm 107 Cassington Road Yarnton Kidlington OX5 1QB – Erection of oak framed detached double garage – Mr & Mrs I Barnes*.

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 – Mr Barry Mills.

*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.

DAVID PECKFORD – ASSISTANT DIRECTOR – PLANNING AND DEVELOPMENT – CHERWELL DISTRICT COUNCIL

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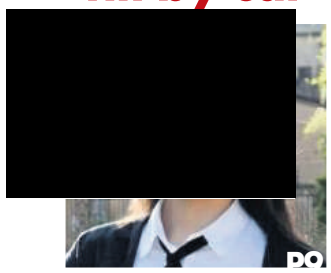
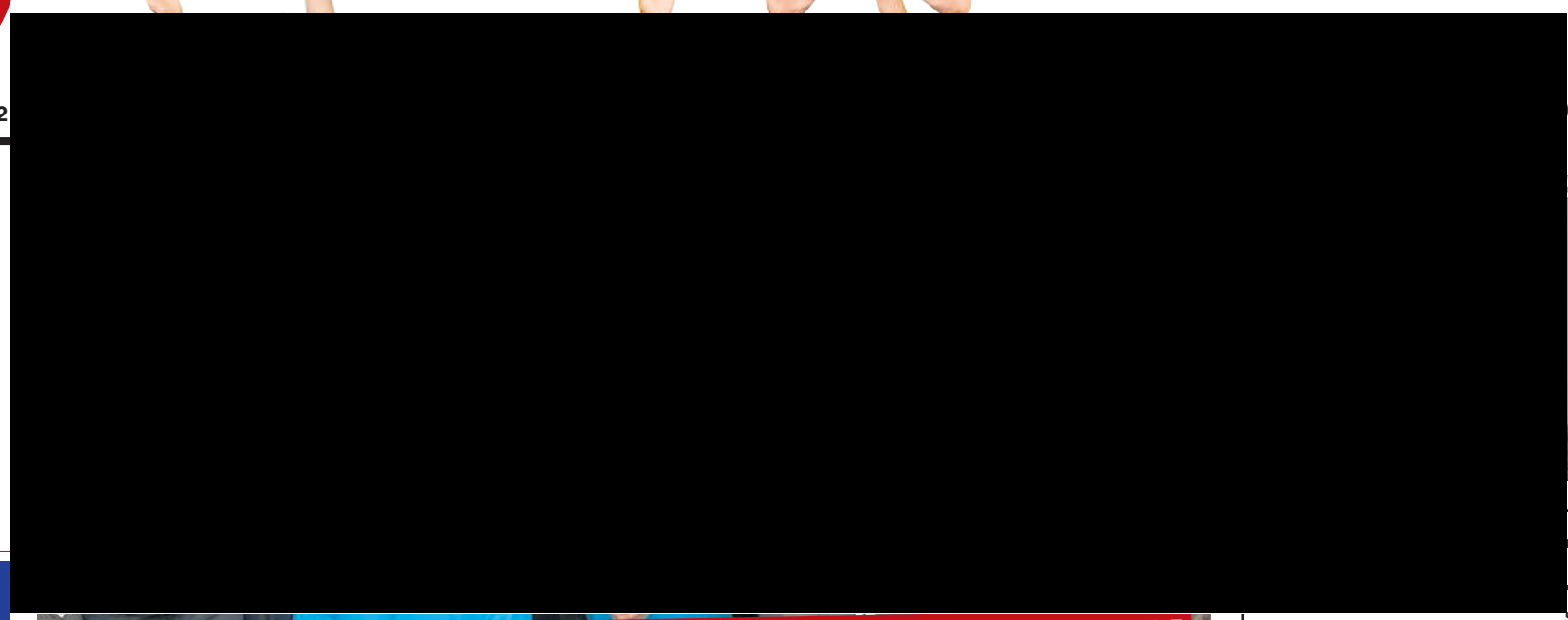
Thursday, September 18, 2

05

Tech CEO 'hit by car'



Objections to 9,000 homes proposal: P8



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SHOCK OVER DEATHS OF VILLAGE COUPLE

Ex-parish chair and husband mourned

BY MATTHEW EVANS

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 forensics 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

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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.
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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

BRUCE WILSON SUTHERLAND (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Stoneleigh House Moreton-in-Marsh Gloucestershire, GL56 0AT, who died on 21/10/2021, are required to send written particulars thereof to the undersigned on or before 19/11/2025, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

WILMOT & CO, 38 Castle Street, Cirencester, GL7 1QH

DIANA ELLEN WILSON Deceased

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Overbrook House, 10A, Old London Road, Wheatley, Oxford, OX33 1YW, who died on 15/06/2025, must send written particulars to the address below by 19/11/2025, after which date the Estate will be distributed having regard only to claims and interests notified.

Jack Williams c/o Blaser Mills, Rapid House, 40 Oxford Road, High Wycombe, HP11 2EE.

Ref: JAW/Wilson/111614.1

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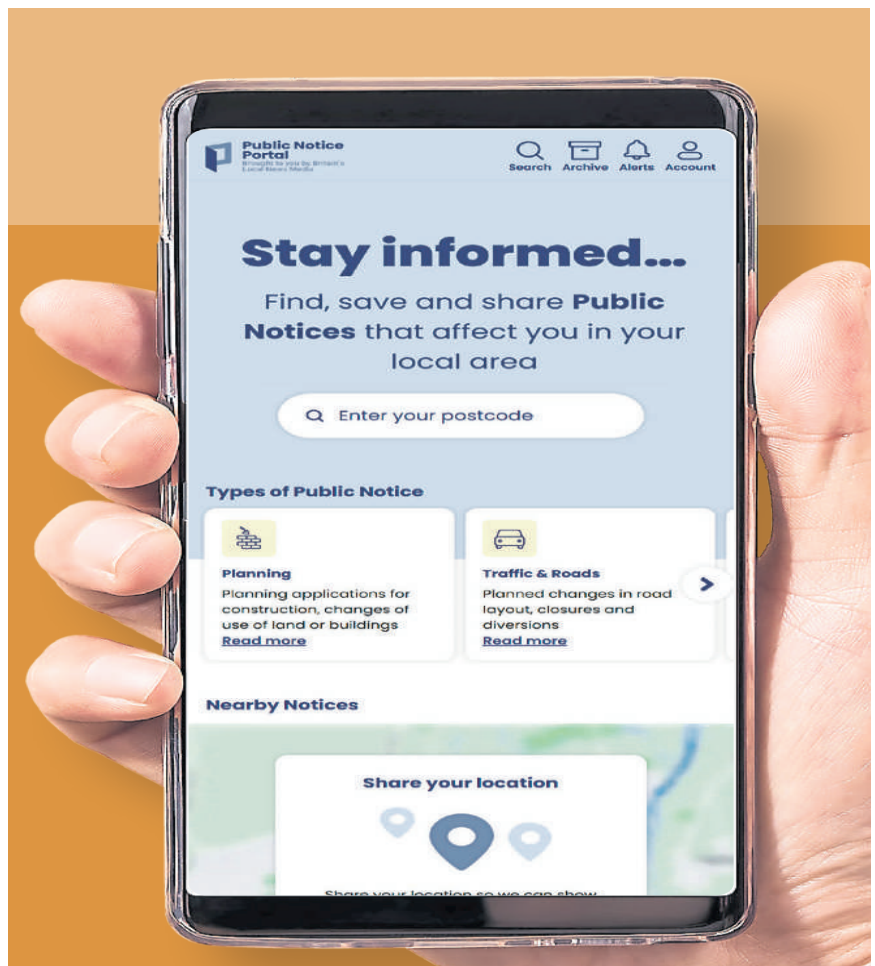

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Section:GDN 1N PaGe:1 Edition Date:250918 Edition:01 Zone:N Sent at 17/9/2025 21:30

cYanmaGentaYellowl

[redacted]

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

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18 September 2025
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[redacted]

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

PHOTOGRAPH: JORDAN PETTITT/PA

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

Daniel Boffey
Eleni Courea
Michael Savage

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
Carol Ann Duffy

[redacted]

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.

Section:GDN 1N PaGe:19 Edition Date:250918 Edition:01 Zone: Sent at 17/9/2025 17:36 cYanmaGentaYellowb

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 [redacted] these potential investors see [redacted]ncials," said Cohen.

[redacted]kesperson for TMICC said [redacted]d be "for ever grateful" to [redacted]ld for his role co-founding [redacted]pany, but that the business [redacted]ed with his perspective" and [redacted]ht to engage both co-found- [redacted] constructive conversation" [redacted]to strengthen the brand.

[redacted]y, Cohen was charged with [redacted]ing and obstructing" others after he was arrested while protesting against the Israeli blockade of Gaza during a US Senate hearing.

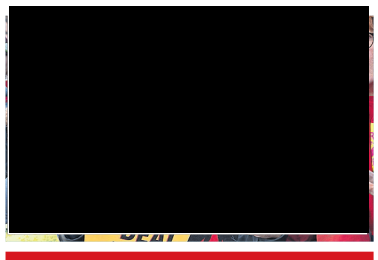
Ben & Jerry's was founded in 1978 after the two friends took a $5 correspondence course in ice-cream making. The pair - who met while at school in Merrick, on Long Island in New York - opened their first store in a renovated petrol station in Burlington, Vermont, with a mission to "advance human rights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

▼ *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*

PHOTOGRAP[redacted]



'That independence, the very basis of our sale to Unilever, is gone'

Jerry Greenfield
Company's co-founder

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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.

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

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Consultation Report

Appendix 37 – Project Overview Document

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

See Ardley Tunnel inset

Biodiversity and landscaping enhancement area Work No. 37*

Aves Ditch (north) Work No. 28*

*Work No. 28 (west of Aves Ditch) OR Work No. 37 to be provided

Biodiversity and landscaping enhancement area Work No. 29

Chiltern Main Line Railway

Quarry cottages Work No. 26

Fewcott

Ardley roundabout

roundabout

See M40 J10 inset

Ardley

M40 J10

Foul drainage outfall to Ardley Work No. 36

Upper Heyford Former Airfield

B430

M40

Ardley Road

Ardley Bypass and associated works Work Nos. 19, 20, 21A & 21B

OxSRFI Principal Access Work No. 11

OxSRFI Main Site Work Nos. 1 to 10, 29 and 30

Ashgrove Cottages Work No. 10

Central Hub Work No. 9

Landfill Work No. 34

Heyford Park

Camp Road / Chilgrove Drive junction Work No. 13B

Secondary Access (Part of Work No. 12)

Bridleway including equestrian crossing Work No. 13A

Chiltern Main Line Railway

Bucknell

Energy recovery facility

M40

Biodiversity and landscaping enhancement area Work No. 30

B430 minor works Work No. 25

Heyford Park Link Road (HPLR) Work No. 12

Quarry

Biodiversity and landscaping enhancement area Work No. 32

Middleton Road (Part of Work No. 24)

Biodiversity and landscaping enhancement area (Woodland planting) Work No. 31

B430

Middleton Road

B4030

MSRR to Middleton Road pedestrian and cyclist connectivity (Part of Work No. 24)

Biodiversity and landscaping enhancement area Work No. 33

Middleton Stoney Relief Road (MSRR) Work No. 23

Middleton Stoney

Middleton Stoney Crossroads Work No. 27

Middleton Stoney

Foul drainage outfall to Bicester Work No. 35

B4030

Empire Road Work No. 40

Bicester

B430

B4030/A4095 junction Work No. 39

Foul drainage outfall to Bicester Work No. 35

M40 J10

M40

East Street

B4100

A43

Baynard's Green

J10 Highways Improvements Work Nos. 14 to 18

M40 J10

A43

Padbury junction

Cherwell Valley Motorway Service Area

Cherwell roundabout

Fewcott

Ardley roundabout

M40 J9

A41

J9 Highways Improvements Work No. 22

M40 J9

A34

M40

0 250 500 750 1000

SCALE: METRES

Ardley Tunnel

Ardley Tunnel Works Work No. 38

Chiltern Main Line Railway (Ardley Tunnel)

*Work No. 28 (west of Aves Ditch) OR Work No. 37 to be provided

Biodiversity and landscaping enhancement area Work No. 37*

Legend

- Draft Order Limits: the full Application Site
- Main Site: the area to be occupied principally by the Rail Terminal, the rail served warehousing, the Central Hub and Ashgrove Cottages; incorporating rail connections from the Chiltern Main Line
- Central Hub
- Ashgrove Cottages
- Biodiversity and Landscaping Enhancement Areas
- Biodiversity and landscaping enhancement area within the Main Site
- Ardley Tunnel Works
- Foul Drainage Outfall
- Landfill Works

Highway works, which comprise:

- 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
- Ardley Bypass: a bypass to the east of the village of Ardley
- Principal Access the principal access to the Main Site
- Middleton Stoney Relief Road (MSRR): a relief road to the north east of the village of Middleton Stoney linking the B4030 to the B430
- Heyford Park Link Road (HPLR): the length of new road between the B430 and Heyford Park including the Secondary Access and Chilgrove Drive Works
- Other local highway works: as shown on the drawing

Rev	Date	Details of issue / revision	Drw	Ch'd	Apv
P17	09.09.25	Work 32 minor hatching amend	SRH	SRH	SRH
P16	08.09.25	Work 39 and 40 added	SRH	SRH	SRH
P15	28.08.25	Minor order limit amends	SRH	SRH	SRH
P14	25.07.25	Note added ref Work 28 and 37	SRH	SRH	SRH
P13	03.07.25	Various updates	SRH	SRH	SRH
P12	04.06.25	Work Nos. added	SRH	SRH	SRH
P11	21.02.25	Scheme update	SRH	SRH	SRH
P10	08.03.23	Scheme update	SRH	SRH	SRH
P09	08.09.22	Updated to reflect glossary	SRH	SRH	SRH
P08	07.09.22	Amended following Stage 1 consultation	SRH	SRH	SRH
P07	14.04.22	Minor Presentational Amendment	SC	SC	SC
P06	14.04.22	Minor Presentational Amendment	SC	SC	SC
P05	14.04.22	Highway Works Amended	SC	SC	SC
P04	19.05.21	Minor presentational amedment	SRH	SRH	SRH
P03	19.05.21	Logo added	SRH	SRH	SRH
P02	19.05.21	Updated following team comments	SRH	SRH	SRH
P01	18.05.21	Draft for comment	SRH	SRH	SRH

Issues & Revisions

Client

OxSRFI OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE

Project Title

THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

Drawing Title

COMPONENTS OF DEVELOPMENT PLAN

Regulation:	5(2) (o)	Document:	2.13
Drawn:	S.Hilditch	Checked:	S.Hilditch
Approved:	S.Hilditch	Date:	18.05.21
BWB Ref:	NTH2479	Scale@A1:	1:10,000

Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

OxSRFI-BWB-GEN-ZZ-SK-C-SK015

Drawing Status: **S3 - FOR COMMENT**

Rev: **P17**

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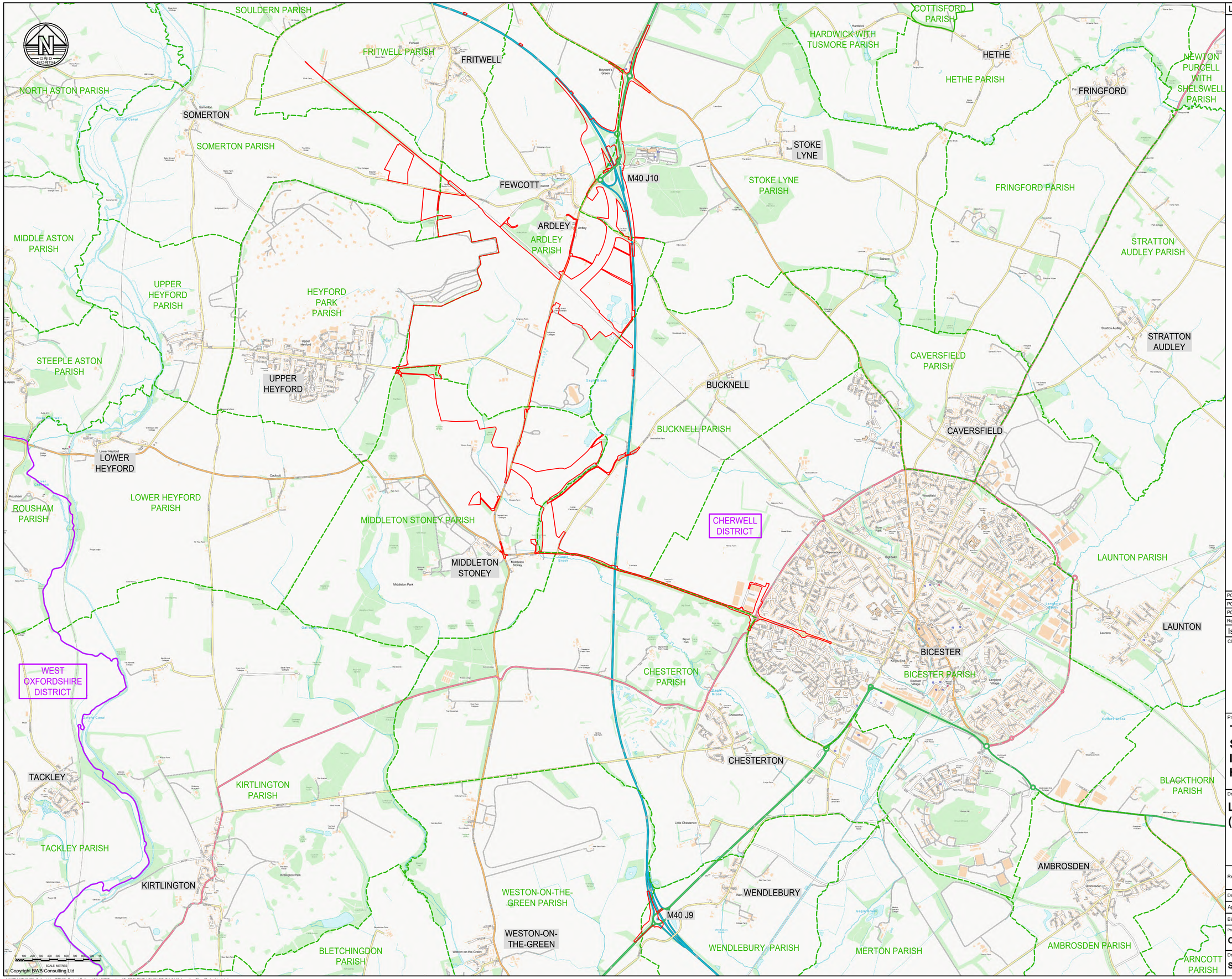
OxSRFI Stage 2 Project Overview Document

Appendix Three: Site Location Plan



Legend

- DISTRICT BOUNDARY
- PARISH BOUNDARY
- DRAFT ORDER LIMITS

ALL OF THIS MAP IS WITHIN OXFORDSHIRE COUNTY

Rev	Date	Details of issue / revision	Drw	Ch'd	Apv
P03	08.09.25	Issued for consultation	SRH	SRH	SRH
P02	28.08.25	Presentational updates	SRH	SRH	SRH
P01	27.08.25	Preliminary Issue	SRH	SRH	SRH

Issues & Revisions

Client

OxSRFI
OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Project Title

THE OXFORDSHIRE STRATEGIC RAIL FREIGHT INTERCHANGE AND HIGHWAYS ORDER 202X

Drawing Title

LOCATION PLAN (ORDER LIMITS)

Regulation:	5(2) (o)	Document:	2.4
Drawn:	S. Hilditch	Checked:	S. Hilditch
Approved:	S. Hilditch	Date:	27.08.25
BWB Ref:	NTH2479	Scale@A1:	1:20,000

Project - Originator - Functional Breakdown - Spatial Breakdown - Form - Discipline - Number

OxSRFI-BWB-LSI-XX-DR-CH-0140

Drawing Status	Rev
S3 - FOR COMMENT	**P03**

Y:\NTH\NTH2479_Oxfordshire RFI\02. Project Delivery\01. WIP\Drawings\OxSRFI-BWB-LSI-XX-DR-CH-0140_Location Plan (Order Limits).dwg

OxSRFI Stage 2 Project Overview Document

Appendix Four: Draft Parameters Plan

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Fewcott

Ardley

Ardley Wood

Earthwork

Kennel Copse

Ardley Energy Recovery Facility

Landfill (Deposit)

Dewars Farm Quarry

The Heath

Bell Tree Spinney

Birch Spinney

Dewars Farm

Zone A1

Zone A2

Zone A3

Zone A4

Zone A5

Zone B

Zone C

Zone D

UR

+ 122.0
+ 130.0
+ 128.0
+ 127.0
+ 131.0
+ 132.0
+ 125.0
+ 116.0
+ 117.0
+ 115.0
+ 118.0
+ 119.0
+ 120.0
+ 121.0
+ 112.0
+ 113.0

Schedule of Development Parameters

Development Zone		Number of Building Units	Maximum Development Floor Space per Zone (in m2)	Minimum Finished Floor Level (ffl) (in m Above Ordnance Datum)	Maximum Building Height measured to roof ridge / highest point (in m Above Ordnance Datum)
Zone A1		1 to 6	100,000	110.625	133.325
Zone A2		1 to 4	100,000	112.075	137.575
Zone A3		1 to 4	100,000	114.075	139.575
Zone A4		2 to 10	320,000	117.075	142.575
Zone A5		1 to 6	140,000	114.075	139.575
Zone B	Buildings	1 to 4	40,000	111.000	132.575
	Yard	-	-	111.000	126.345
Maximum Total Floor Space Zone A&B * (See Note 1)			603,850		
Zone C	Buildings	1 to 4	2,500	111.000	126.345
	Yard	N/A	N/A	111.000	126.345
	Cranes	N/A	N/A	111.000	129.345
Zone D		See Central Hub Drawings and Ashgrove Cottages (see Document series 2.14 & 2.16)			

Note 1: The Maximum Total Floor Space Zones A & B is the maximum floor space (excluding mezzanine space) that will be developed across Zones A & B, notwithstanding that the maximum floor space stated for each Zone A1 to A5 & Zone B combined would exceed this figure i.e. it is the overall floor space cap for Zones A & B as a whole, excluding mezzanine floor space. In addition to this total floor space figure, up to 201,283 sqm of floor space can be provided in the form of mezzanine floor space to units within Zones A and B.

Note 2: Between any two consecutive spot heights marked on the ridge, the height of the bund, at its ridge, will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights +/- 300mm

KEY

- Zone A Development Area
- Zone B Development Area and/or Rail Freight Interchange
- Zone C Rail Freight Interchange
- Zone D Central Hub and Ashgrove Cottages (see Document series 2.14 and 2.16)
- Rail Corridor (including rail line, sidings and associated landscape)
- Rail Corridor within Development Zones and Landscape/Green Infrastructure
- Landscape/Green Infrastructure (including strategic landscape mounding, sustainable drainage features, mixed habitats)
- Limits of deviation to the Landscape/Green Infrastructure corridor between Zone A3 and A4
- Existing woodland, trees, and planting to be retained
- Areas within which Strategic Mounding is to be provided
- 122.0 Strategic mounding heights (Above Ordnance Datum (AOD) (+/- 300mm)**(See Note 2)
- Highway Works (see Document series 2.7)
- Estate Roads and access to zones
- Secondary access, Public transport, cyclists, pedestrians and emergency access only
- See highway general arrangement drawings (see Document series 2.7)
- Limits of deviation to estate roads and access to zones
- Limits of deviation to rail line
- UR Existing Underground Reservoir
- Areas for Development Signage

K:\8300\8308\LANDS\PLANS\00-Vectorworks\08308-FPCR-ZZ-XX-DR-L-0012-P28-Parameters Plan.vwx
t. 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

drwn/chkd: CMW / TRJ
scale: 1:5000 @ A1
date: 10/09/2025
number: 08308-FPCR-ZZ-XX-DR-L-0012
rev: P28

N

0 100 200 300m

client: Oxfordshire Railfreight Limited

project: Oxfordshire Strategic Rail Freight Interchange, Oxfordshire

title: DEVELOPMENT PARAMETERS PLAN: MAIN SITE

DRAFT

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OxSRFI Stage 2 Project Overview Document

Appendix Five: Draft Illustrative Masterplan

Ardley Road
Somerton Road
ARDLEY
ARDLEY WOOD
UPPER HEYFORD AIRFIELD (DISUSED)
INTERMODAL RAIL TERMINAL
Chilgrove Drive
Camp Road
VIRIDOR ARDLEY ENERGY RECOVERY FACILITY
Dewars Farm Quary
BIRCH SPINNEY
B430

KEY

- Existing Trees and Woodlands
- Existing Hedgerows and Other Planting
- Grassland and Open Space (Existing and Proposed)
- Existing Ponds and Water Features (Including Offsite)
- Public Right of Way (Existing or Proposed by Others)
- Proposed Footways and/or Redirected PROW and/or Cyleways (Off-Road Routes)
- Proposed Woodland and Structural Planting and Scrub
- Proposed Ponds, Wetlands and Drainage Features
- Proposed Individual, Hedgerow Trees and Small Tree Groups

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N

0 100 200 300 400 500m

drwn/chkd	scale	date
CMW / CEP	1:5000 @ A1	10/09/2025

number	status	rev
08308-FPCR-ZZ-XX-DR-L-0002	S3	P25

client
Oxfordshire Railfreight Limited

project
Oxfordshire Strategic Rail Freight Interchange, Oxfordshire

title
ILLUSTRATIVE MASTERPLAN

FPCR | environment & design

OxSRFI Stage 2 Project Overview Document

Appendix Six: Draft Highways Works Overview Plan

Fritwell

7.5T environmental weight restriction implemented within the Fritwell area

Except for access

M40

B4100

A43

Further enhancement of a third party scheme to enlarge A43 Baynard's Green roundabout. Note: there is potential for OxSRFI to implement entire works if the third party scheme is not implemented prior to OxSRFI.

A43 widened to 3 lanes northbound and southbound

Relocated J10 northbound entry slip road

Padbury amended to signalised junction

New bridge over M40 mainline (and new loop lower level)

A43 southbound widened to 4 lanes

Cherwell Valley Services

M40 northbound to A43 northbound loop

Amendments to Cherwell roundabout

Right turn out of services stopped up and replaced by right-turn cut-through at Ardley roundabout

M40 J10

Minor amendments to services entry and exit

7.5T environmental weight restriction implemented within the Ardley & Fewcott area

Except for access

Fewcott

Ardley roundabout enlarged

Existing J10 northbound entry slip stopped up

Existing J10 northbound exit slip realigned

Turning head

Ardley

Aves Ditch (north) minor works

Quarry cottages lane stopped up over railway, replaced by bridleway

Ardley Road diverted over new bypass

Existing J10 southbound entry slip widened and lengthened to a 2-lane merge

Turning head

Existing B430 between turning head and rail bridge to have a no motor vehicle except for access restriction

Except for access

Upper Heyford Former Airfield

B430 Ardley bypass and OxSRFI link road (Single 2+1)

Segregated left turn lane on exit to direct all HGVs to J10

Principal OxSRFI access

Bridge over Chiltern Mainline

Roundabout on existing B430 (partially signalised)

Bridge over new rail sidings

Existing B430 stopped up and replaced with cycle track over the rail bridge (and Ardley Bypass for traffic)

Chilgrove Drive realignment as part of Heyford Park scheme

Existing road to Heyford Park stopped up, replaced by the Heyford Park Link Road

Heyford Park

B430

7.5T environmental weight restriction implemented within the Bucknell area

Except for access

Bucknell

Camp Road / Chilgrove Drive priority amendment by OxSRFI (only required if the Heyford Park works to the junction are not completed prior to OxSRFI works being needed)

Equestrian crossing

Secondary OxSRFI access (buses, pedestrians cyclists and emergency access)

Junction closed and removed

Heyford Park Link Road

B430 Toucan crossing

Existing B430 stopped up

Signal junctions with existing B430

No right turn from Middleton Stoney onto Relief Road

No left turn from Relief Road into Middleton Stoney

Middleton Road walking, cycling and horse-riding enhancement

B4030

Bridleway underpass

Gagle brook crossing

M40

B4030

Bus stops and zebra crossing

Village gateway

Middleton Road roundabout

Middleton Stoney

Middleton Stoney crossroads pedestrian crossing improvements

B4030 Middleton Stoney Road speed limit reduced to 50mph

50

B4030

A4095

Empire Road

B430

Potential improvements to the B4030/A4095 roundabout and potential alterations to the access to Empire Road

GRID NORTH

0 250 500 750 1000

SCALE: METRES

M40 J9

A34 to M40 North capacity improvement at J9

OxSRFI Stage 2 Project Overview Document

Appendix Seven: Draft Central Hub Illustrative Masterplan

Building Key

1. Welcome Building
2. Welcome Building Annexe
3. Creche
4. Management Offices
5. Cafe, Seating & WCs
6. Catering Kiosk
7. Storage
8. Gym
9. Changing Rooms
10. Equipment Store
11. Education & Training Hub
12. Landscape Management & Equipment
13. Rail & Estate Management

Landscape Key

A. Pedestrian Entrance
B. Pedestrian Walk
C. Vehicle Entrance
D. Car Park
E Disabled Parking
F Electric Vehicle Charging
G. Seated Courtyard
H. Pergola
I. Creche Playground
J. Staff Courtyard
K. Formal Garden
L. Catering Pergola
M. Cycle Parking
N. Courtyard
O. Maintenance Set Down
P. Limestone Wall (Retained)
Q. Barn Wall (Retained)
R Rec. Area & Amphitheatre
S. New Tree & Hedge Screen
T. Wildlife Pond
U. Wildflower Meadow
V. Coppice
W. Orchard
X. Kitchen Garden

Footpath

N

0 12.5 25 50

Scale 1:1250 m

Notes

1. Any dwg format drawing is to be read in conjunction with and at the scale of the accompanying pdf.
2. Where colours other than black or grey are used, the drawing must be plotted in colour.
3. For status 'C' (Construction) drawings all dimensions are to be checked on site by the contractor, scaling is for Local Authority purposes only.
4. Unless otherwise indicated, all dimensions are in millimeters.
5. All information on this drawing is to be read in conjunction with the relevant Donald Insall Associates specification and trade contractors' drawings and information by specialists.
6. In the event of any discrepancy, please contact us immediately.
7. This drawing may contain survey information by others and is to be used solely for the purposes for which it was issued.
8. These are uncontrolled documents issued for information purposes only. If you have any queries regarding the drawings, please contact DIA immediately.
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Drawing Status

- **F** Feasibility
- **S** Sketch Design
- **P** Planning
- **B** Building Control
- **D** Design Development
- **M** Measurement
- **T** Tender
- **C** Construction
- **R** Record

Rev	Date	Dwn	Auth	Revision
00	15.09.25	EZM	CXB	Issue for Consent

Donald Insall Associates
Chartered Architects and Historic Building Consultants

12 Devonshire Street
London W1G 7AB
(+44) 020 7245 9888
london@insall-architects.co.uk

Ashgrove Farm Buildings - OxSRFI, Ardley

Site Plan
As Proposed

Project	No
OX.AFMS.01	4000
Scale (A3)	Status / Revision
1: 1250	3P / 00

OxSRFI Stage 2 Project Overview Document

Appendix Eight: Document list for the Stage 2 (statutory) public consultation

OxSRFI Stage 2 Project Overview Document

OxSRFI - Stage 2 consultation docs

23rd September - 4th November 2025

Document refernce number	Name of document	Chapter Title (ES Only)	Author
Admininstration			
1.3	Guide to the application		Eversheds Sutherland
Draft Plans/Drawings/Sections			
2.2	Works Plans Key Plan		BWB
2.3	Access ROW Plan Key Plan		BWB
2.4	Site Location Plan (Order Limits)		BWB
2.5	Parameters Plan		FPCR
2.6	Illustrative Masterplans		FPCR
2.8	Highway Classification Plans		BWB
2.9	Traffic Regulation Plans		BWB
2.10	Speed Limit Plans		BWB
2.11	Rail Plans		Intermodality
2.12	Bridge Plans Overview Plan		BWB
2.13	Components of Development Plan		BWB
2.14	Listed Building Plans		Donald Insall
2.15	Tree and Hedgerow Retention and Removal Plan		FPCR
2.16	Central Hub & Ashgrove Farm Cottages Illustrative Masterplan		Donald Insall
Draft Development Consent Order Documents			
3.1	DCO	Draft DCO	Eversheds Sutherland
3.2		Explanatory Memorandum	
Draft Reports and Statement			
5.1	Draft Consultation Report (for Stage 1)		Oxalis
5.2	Shadow Habitat Regulations Assessment		FPCR
5.6	Draft Planning Statement		Ox
5.8A	Design Approach Document		Oxalis
5.8B	Design Approach Document - Central Hub and Ashgrove Cottages		Donald Insall
Draft Environmental Impact Assessment			
Volume 1 - ES Chapters			
6.1	Chapter 1	Introduction	Oxalis
6.2	Chapter 2	Description of Development and Alternatives	Oxalis
6.3	Chapter 3	Transport	ADC
6.4	Chapter 4	AQ & Odour	Pholrum
6.5	Chapter 5	Noise & Vibration	Vanguardia
6.6	Chapter 6	Ecology & Arb	FPCR
6.7	Chapter 7	LVIA	FPCR
6.8	Chapter 8	Lighting	DfL
6.9	Chapter 9	Water Environment	BWB
6.10	Chapter 10	Heritage & Archaeology	RPS & Marrons
6.11	Chapter 11	Ground Conditions	BWB
6.12	Chapter 12	Socio-Economics	GC Insight
6.13	Chapter 13	Waste	WSP
6.14	Chapter 14	Agricultural Land	LRA
6.15	Chapter 15	Climate Change	BWB
6.16	Chapter 16	Cumulative Effects	Oxalis
Volume 2 - ES Appendices & some Figures			
6.2A	Appendix 2.1	ES2.1 – Highways Works Overview Plan	
6.2B	Appendix 2.2	ES2.2 – Footway/Cycleway/Rights Of Way Strategy Overview	
6.2C	Appendix 2.3	ES2.3 - Construction Environmental Management Plan	
6.2D	Appendix 2.4	ES2.4 – Alternative Sites Assessment	
6.3A	Appendix 3.1	ES3.1 Sustainable Transport Strategy	
6.3B	Appendix 3.2	ES3.2 Public Transport Strategy	
6.3C	Appendix 3.3	ES3.3 Framework Travel Plan	
6.3D	Appendix 3.4	ES3.4 HGV Routeing Strategy	
6.3E	Appendix 3.5	ES3.5 Transport Modelling Methodology	
6.3F	Appendix 3.6	ES3.6 Stage 2 Transport Modelling	
6.3G	Appendix 3.7	ES3.7 Stage 3 Transport Modelling (Interim Report)	
6.3H	Appendix 3.8	ES3.8 Walking, Cycling & Horse-Riding Assessment Report	
6.3I	Appendix 3.9	ES3.9 Summary Of Agreed Transport Modelling Scenarios	
6.3J	Appendix 3.10	ES3.10 Personal Injury Accident Assessment Technical Note	
6.3K	Appendix 3.11	ES 3.11 BTM Forecasting Report	
6.3L	Appendix 3.12	ES3.12 Walking, Cycling, And Rights Of Way Strategy Plan	
6.3M	Appendix 3.13	ES3.13 Phase 1 Walking, Cycling, And Rights Of Way Strategy Plan	

6.3N	Appendix 3.14	ES3.14 Phase 2 Walking, Cycling, And Rights Of Way Strategy Plan	
6.3O	Appendix 3.15	ES3.15 M40 Junction 10 Options Report	
6.3P	Appendix 3.16	ES3.16 M40 Junction 10 Options Report 'Traffic Flow Derivations'	
6.3Q	Appendix 3.17	ES3.17 M40 Junction 10 Options Report 'Response To National Highways Comments On Options 11, 13, 18, And 19'	
6.3R	Appendix 3.18	ES3.18 Scope Of Highway Design Pre-DCO	
6.3S	Appendix 3.19	ES3.19 M40 Junction 10 Options 3a And 3b	
6.3T	Appendix 3.20	ES3.20 M40 Junction 10 Option 25	
6.3U	Appendix 3.21	ES3.21 M40 Junction 10 Option 25a	
6.3V	Appendix 3.22	ES3.22 M40 Junction 10 Highway Improvement	
6.3W	Appendix 3.23	ES3.23 Embedded Highway Works Phasing	
6.3X	Appendix 3.24	ES3.24 M40 Junction 10 Option 28	
6.3Y	Appendix 3.25	ES3.25 M40 Junction 9	
6.3Z	Appendix 3.26	ES3.26 Middleton Stoney Relief Road And Heyford Park Link Road Options Report	
6.3AA	Appendix 3.27	ES3.27 Highway Works Phase 1	
6.3AB	Appendix 3.28	ES3.28 Highway Works Phase 2	
6.3AC	Appendix 3.29	ES3.29 Construction Traffic	
6.3AD	Appendix 3.30	ES3.30 Trip Generation	
6.3AE	Appendix 3.31	ES3.31 Light Vehicle Trip Distribution	
6.3AF	Appendix 3.32	ES3.32 HGV Trip Distribution	
6.3AG	Appendix 3.33	ES3.33 Road Freight To Rail Freight HGV Mileage Saving	
6.3AH	Appendix 3.34	ES3.34 Highway Works Phase 1	
6.3AI	Appendix 3.35	ES3.35 Highway Works Phase 2	
6.4A	Appendix 4.1	ES4.1: Glossary Of Terms	
6.4B	Appendix 4.2	ES4.2: No2 Diffusion Tube Monitoring Survey	
6.4C	Appendix 4.3	ES4.3: Construction Phase Dust Assessment	
6.5A	Appendix 5.1	ES5.1: Glossary Of Acoustic Terms	
6.5B	Appendix 5.2	ES5.2: Noise & Vibration Receptor Locations	
6.5C	Appendix 5.3	ES5.3: Noise & Vibration Monitoring Locations	
6.5D	Appendix 5.4	ES5.4: Summary Of Noise & Vibration Survey Monitoring Equipment	
6.5E	Appendix 5.5	ES5.5: Noise Summary Results	
6.5F	Appendix 5.6	ES5.6: Noise Action Planning – Important Areas	
6.5G	Appendix 5.7	ES5.7: Derivation of Background Sound Levels for SRFI Operational Noise Assessment	
6.5H	Appendix 5.8	ES5.8: Construction Noise Information	
6.5I	Appendix 5.9	ES5.9: Construction Noise Predictions	
6.5J	Appendix 5.10	ES5.10: Mainline Rail Information and Predictions	
6.5K	Appendix 5.11	ES5.11: Operational Noise Predictions and Target fixed plant levels	
6.6A	Appendix 6.1	ES6.1: Ecological Appraisal Report (Redacted For Public Consultation)	
6.6B	Appendix 6.2	ES6.2: Ardley Cutting & Quarry Sssi Botanical Survey	
6.6C	Appendix 6.3	ES6.3: Bat Report	
6.6D	Appendix 6.4	ES6.4: GCN Report	
6.6E	Appendix 6.5	ES6.5: Bird Survey Report	
6.6F	Appendix 6.6	ES6.6: Badger Survey Report	
6.6G	Appendix 6.7	ES6.7: Butterfly Survey Report	
6.6H	Appendix 6.8	ES6.8: Arboricultural Assessment	
6.6I	Appendix 6.9	ES6.9: Biodiversity Net Gain Assessment	
6.6J	Appendix 6.10	ES6.10: Shadow Habitats Regulation Assessment	
6.7A	Appendix 7.1	ES7.1: LVIA Methodology and Assessment Criteria	
6.7B	Appendix 7.2	ES7.2: Landscape Effects Table	
6.7C	Appendix 7.3	ES7.4: Visual Effects Table	
6.7D	Figures 7.1-7.9	ES Figures 7.1 - 7.9 Draft	
6.7E	Figure 7.10	ES Figure 7.10 Photo Viewpoints	
6.7F	Figure 7.11	ES Figure 7.11 PHOTOMONTAGES-DRAFT	
6.8A	Appendix 8.1	ES8.1: Lighting Strategy	
6.8B	Appendix 8.2	ES8.2: Lighting Baseline Assessment	
6.8C	Appendix 8.3	ES8.3: Lighting Baseline Drawings	
6.8D	Appendix 8.4	ES8.4: Lighting Receptor Locations	
6.8E	Appendix 8.5	ES8.5: Indicative Light Spill Diagrams	
6.8F	Figure 8.1	ES Figure 8.1 Highways Lighting Design	
6.9A	Appendix 9.1	ES9.1 Water Environment Glossary Of Terms	
6.9B	Appendix 9.2	ES9.2: Draft Flood Risk Assessment (Main Site)	
6.10A	Appendix 10.1	ES10.1: Archaeological Desk-Based Assessment	
6.10B	Appendix 10.2	ES10.2: Geophysical Survey Report	
6.10C	Appendix 10.3	ES10.3: Archaeological Trial Trench Summary	
6.10D	Appendix 10.4	ES10.4: Built Heritage Assessment Of Significance	
6.10E	Appendix 10.5	ES10.5: Assessment Of Airborne Remote Sensing Data And Satellite Imagery For Archaeology	
6.10F	Appendix 10.6	ES10.6: Historic Landscape Assessment	
6.10G	Appendix 10.7	ES10.7: Built Heritage Impact Assessment	
6.10H	Appendix 10.8	ES10.8: Draft Archaeological Mitigation Strategy	

6.11A	Appendix 11.1	ES11.1: Hydrock for Oxfordshire Railfreight Ltd, March 2021. 'Oxfordshire Strategic Railfreight Interchange- Main Site, Phase 1 Geotechnical and Geoenvironmental Desk Study', Ref 15560-HYD-MS-XX-GE-RP-1001-S2-P1	
6.11B	Appendix 11.2	ES11.2: Hydrock for Oxfordshire Railfreight Ltd, July 2021. 'Oxfordshire Strategic Railfreight Interchange - Off-site Highways Phase 1 Geotechnical and Geoenvironmental Desk Study', Ref 15560-HYD-OSH-XX-GE-RP-1002-S2-P1.	
6.11C	Appendix 11.3	ES11.3: BWB Consulting Ltd for Oxfordshire Railfreight Ltd, December 2021. 'Oxfordshire RFI- Mineral Assessment', Ref OFRI-BWB-00-XX-RP-YE-0002_MA.	
6.11D	Appendix 11.4	ES11.4: BWB Consulting Ltd for Oxfordshire Railfreight Ltd, September 2024. 'Oxfordshire RFI- Phase 2 Geo-Environmental Assessment', Ref OFRI-BWB-ZZ-XX-RP-YE-0001-Ph2_P2.	
6.11E	Appendix 11.5	ES11.5: BWB Consulting Ltd for Oxfordshire Railfreight Ltd, November 2022. 'Oxfordshire RFI-New Road Corridors Phase 2 Geo-Environmental Assessment', Ref OXSRFI -BWB-ZZ-XX-RP-YE-0005-Ph2_P1.	
6.11F	Appendix 11.6	ES11.6: BWB Consulting Ltd for Oxfordshire Railfreight Ltd, February 2023. 'Ardley Landfill Ground Investigation and Geo-Environmental Assessment', Ref OXSRFI-BWB-HGT-XX-RP-CE-0007-Ph2_S0_P01.1	
6.11G	Appendix 11.7	ES11.7: BWB Consulting Ltd for Oxfordshire Strategic Railfreight Interchange, 19th October 2020. 'Main Site Isopachyte Cut and Fill Contours`, Ref OxSRFI-BWB-HGT-XX-DR-CH-0610_S2-P01.	
6.11H	Appendix 11.8	ES11.8: CIRIA Risk Assessment Methodology	
6.11I	Appendix 11.9	ES11.9: National and Local Policy Extracts	
6.11J	Appendix 11.10	ES11.10: OxSRFI: Ardley Trackways Technical Note, Ref. OXSRFI-BWB-ZZ-XX-RP-YE-00013_TNDino, Dated September 2025.	
6.11K	Appendix 11.11	ES11.11: OxSRFI: Jurassic Rock Exposure Technical Note, Ref. OXSRFI-BWB-ZZ-XX-RP-YE-00014_GeoSSSI, Dated July 2025.	
6.12A	Appendix 12.1	ES12.1: Travel To Work Data	
6.12B	Appendix 12.2	ES12.2: Employment Sectors Data – Size, Change And Specialism	
6.12C	Appendix 12.3	ES12.3: Health Impact Assessment	
6.14A	Appendix 14.1	ES14.1: Soils and Agricultural Report	
6.15A	Appendix 15.1	ES15.1: Climate Change Policy Review	
6.15B	Appendix 15.2	ES15.2: Greenhouse Gas Technical Appendix	
6.15C	Appendix 15.3	ES15.3: Climate Change Risk Assessment	
6.15D	Appendix 15.4	ES15.4: Energy Strategy	
6.15E	Appendix 15.5	ES15.5: Carbon Management Plan	
Volume 3 - Other ES Docs			
6.30	Non-Technical Summary		Oxalis
6.31	ES Scoping Report		Oxalis
6.32	ES Scoping Opinion		PINS
Other Draft Documents			
7.2A	Rail Report		Intermodality
7.2B	Rail Market Report		GBRF
7.3	Commitments Tracker		Oxalis
7.6	Project Overview Document (POD)		Oxalis

Consultation Report

Appendix 38 – Viridor letter of support

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

Consultation Report

Appendix 39 – Copy of covering letter sent to undelivered addresses

[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

Consultation Report

Appendix 40 – Additional consultation detail re: Cherwell Services

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.

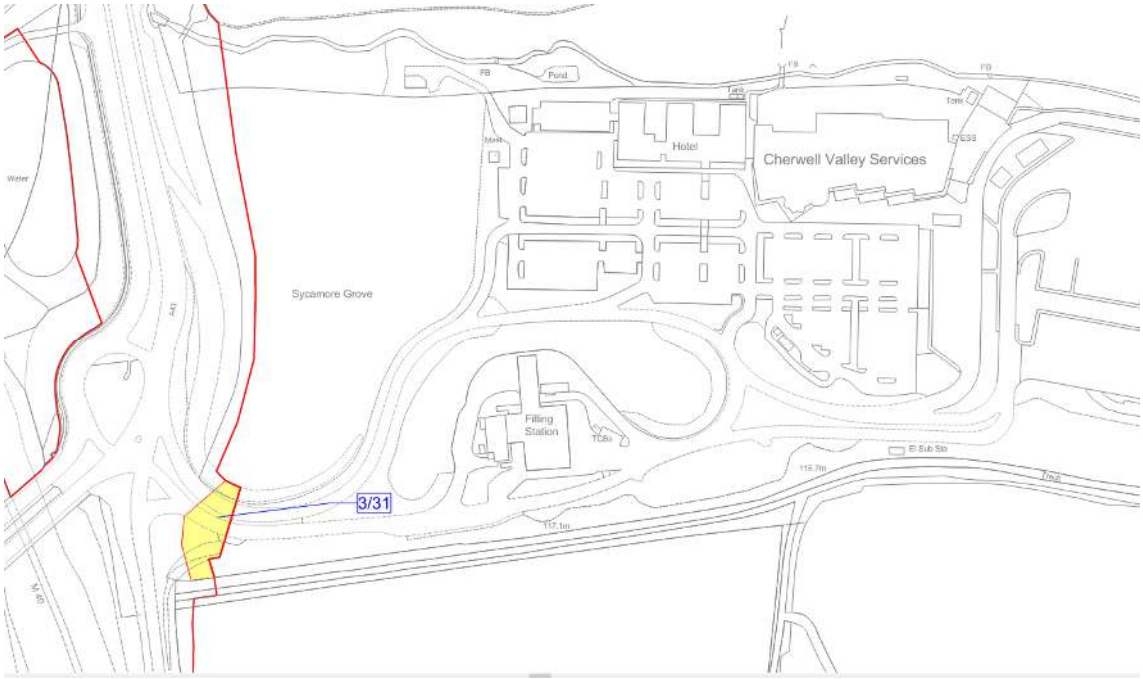
You may already be aware of the application from notices of the proposed application which were placed in local and national newspapers, as required under section 48 of the Act. This was done to ensure that the consultation reaches as many people as possible who may wish to express a view on the proposed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

[redacted]

Enc. Copy of S.48 Press Notice

Consultation Report

Appendix 41 – National Highways J9 consultation detail

National Highways
Three Snowhill
Snow Hill Queensway
Birmingham
B4 6GA

BY POST AND EMAIL:

National Highways:

Jeremy Bloom <consulting@jeremybloom.co.uk> Alice Lawman <alice.lawman@nationalhighways.co.uk> Sarah Marshall sarah.marshall@nationalhighways.co.uk Vicky Fowler <vicky.fowler@gowlingwlg.com>

Oxfordshire County Council:

Joy White joy.White@Oxfordshire.gov.uk George Gurney, <george.gurney@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.

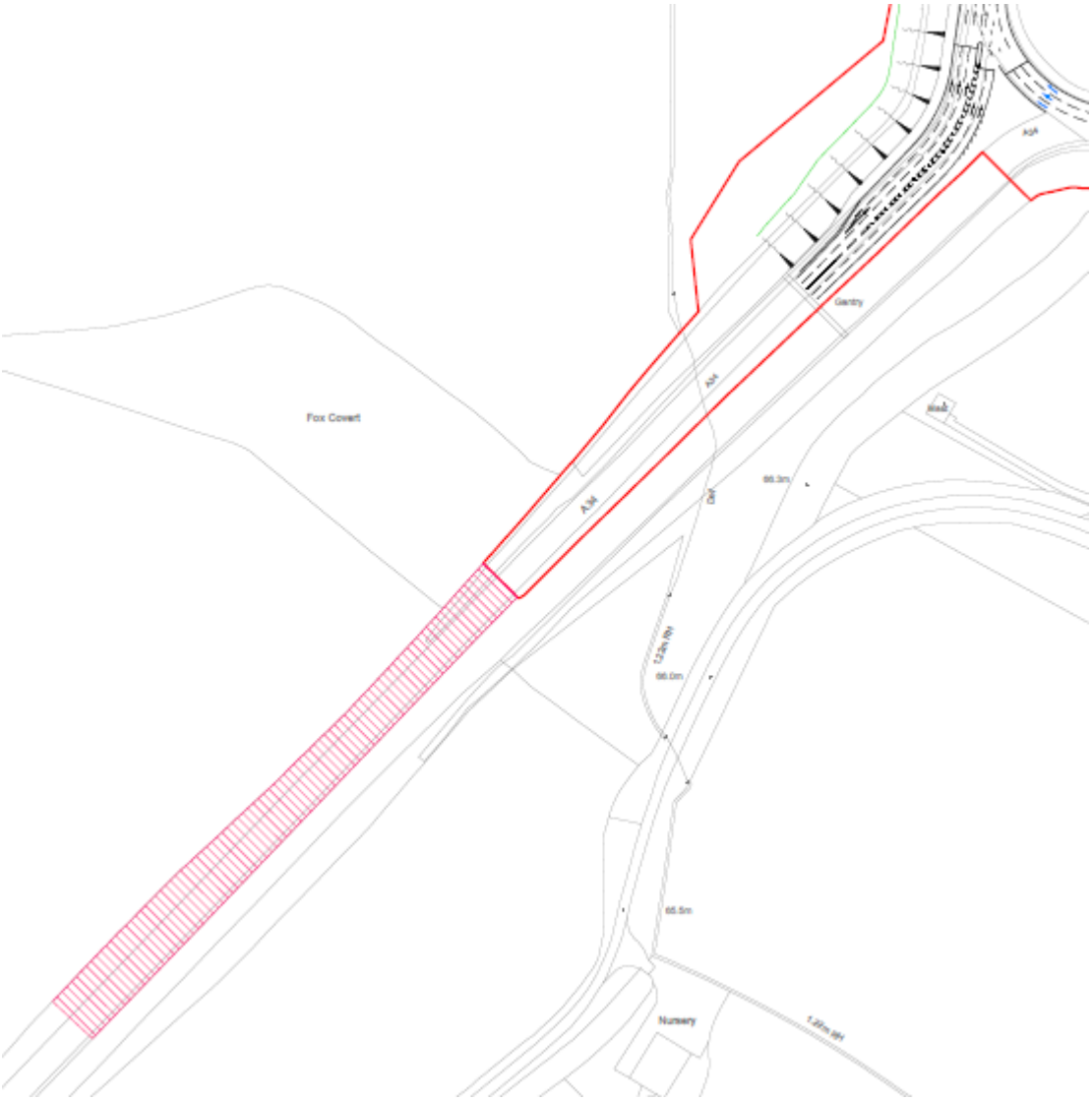
As part of the consultation, the Project included a scheme at Junction 9 of the M40 to increase capacity for users approaching from the A34. This consists of an additional left turn lane from the A34 to M40 which will be signalised alongside the two existing lanes.

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

[redacted]

Cherwell District Council

BY EMAIL [redacted]

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.

Consultation Report

Appendix 42 – List of parties consulted on the landfill extension

Appendix 42 – List of parties consulted on the landfill extension

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	Ms Lawman	National Highways Limited	Three Snowhill	Snowhill Queensway				Birmingham		B4 6GA	Dear Alice				
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	Mr G Gurney	Oxfordshire County Council	County Hall	New Road				Oxford		OX1 1ND	Dear George				
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	Ms Wolstenholme	Thames Water Utilities Limited	Clearwater Court	Vastern Road				Reading		RG1 8DB	Dear Alice				
33	The Secretary	Valencia Waste Management Limited	Oil Depot	242 London Road	Stretton on Dunsmore			Rugby		CV23 9JA	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	Mr A Stokes	Valencia Waste Management Limited	Oil Depot	242 London Road	Stretton on Dunsmore			Rugby		CV23 9JA	Dear Andrew				
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	Ms J Davies	Smith & Sons (Bletchington) Limited	Station Road	Enslow				Kidlington		OX5 3AY	Dear Jo				
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	

Consultation Report

Appendix 43 – Valencia letter re: bridleway and drainage

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

BY POST

BY COPY EMAIL: andrew.stokes@valencia.co.uk

23 January 2026

Dear Sirs

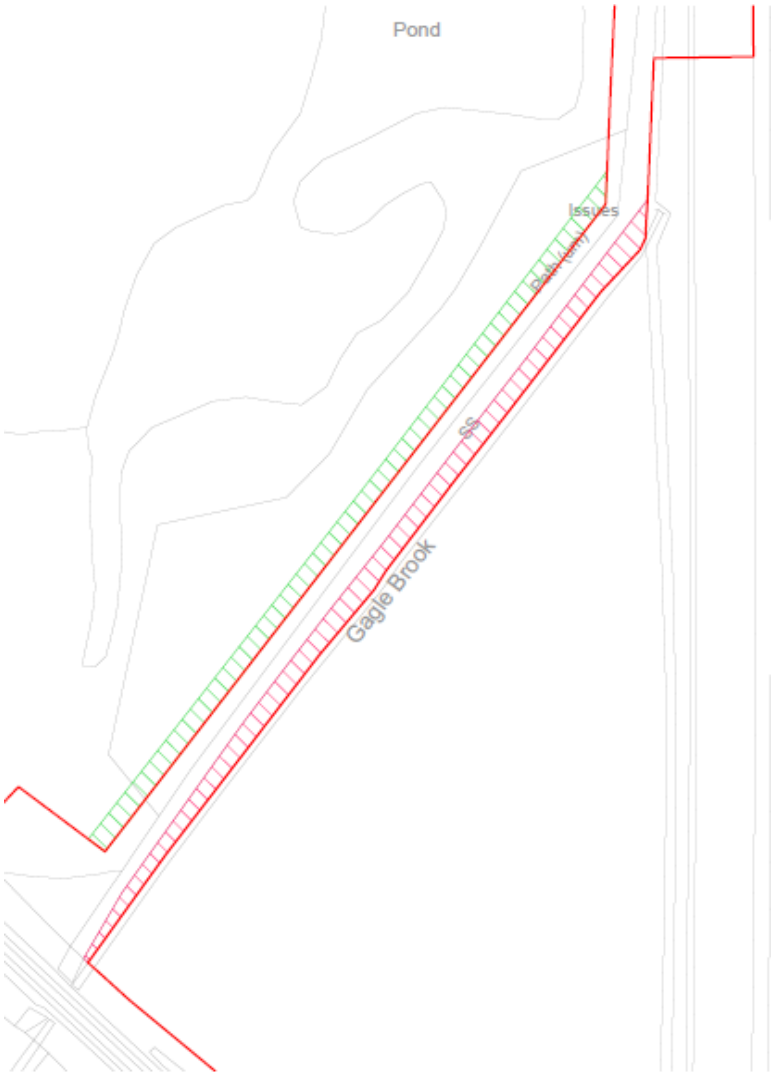
NOTICE OF FURTHER CONSULTATION

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

[redacted]

Oxfordshire Railfreight Limited

Consultation Report

Appendix 44 – Stage 1 and Stage 2 s44 lists of parties

Stage 1 Consultation - s44 parties - excluding sub soil - 14.4.2022

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*	*Type of letter*	*Has Cat 1 Parcel(s)*	*Has Cat 2 Parcel(s)*	*Has Cat 3 Parcel(s)*	*Has subsoil in Cat 1 parcel(s)*	*Is all Cat 1 parcel(s) subsoil*
The Secretary	National Highways Limited	Bridge House	1 Walnut Tree Close				Guildford		GU1 4LZ	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Bank of Scotland plc	The Mound					Edinburgh		EH1 1YZ	Dear Sir or Madam	CAT2	False	True	False	False	False
	[redacted]															
The Chief Executive	Oxfordshire County Council	County Hall	New Road				Oxford		OX1 1ND	Dear Sir or Madam	CAT1	True	True	False	True	False
	x															
The Secretary	The Agricultural Mortgage Corporation plc	Charlton Place	Charlton Road				Andover		SP10 1RE	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Thames Water Utilities Limited	Clearwater Court	Vastern Road				Reading		RG1 8DB	Dear Sir or Madam	CAT1	True	True	False	True	False
														False	True	False
The Secretary	Viridor Waste Management Limited	Viridor House	Priory Bridge Road				Taunton		TA1 1AP	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Upper Heyford GP Limited	PO Box 521	9 Burrard Street	St. Helier			Jersey		JE4 5UE	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Upper Heyford Nominee Limited	PO Box 521	9 Burrard Street	St. Helier			Jersey		JE4 5UE	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Mount Street Mortgage Servicing Limited	10 Queen Street Place					London		EC4R 1AG	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Lloyds Bank plc	25 Gresham Street					London		EC2V 7HN	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Smith and Sons (Bletchington) Limited	Enslow					Kidlington		OX5 3AY	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Severn Trent Green Power (Ardley) Limited	The Stables	Radford				Chipping Norton		OX7 4EB	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Viridor Oxfordshire Limited	Viridor House	Priory Bridge Road				Taunton		TA1 1AP	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Southern Electric Power Distribution plc	1 Forbury Place	43 Forbury Road				Reading		RG1 3JH	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Oxfordshire Railfreight Limited	Second Floor	Gaspe House	66-72 Esplanade	St. Helier		Jersey		JE1 1GH	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Viridor Waste Disposal Limited	Viridor House	Youngman Place	Priory Bridge Road			Taunton		TA1 1AP	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Valencia Waste Management Limited	5 The Quadrant					Coventry		CV1 2EL	Dear Sir or Madam	CAT 1 ????	?	?	?	?	?
The Secretary	Secretary of State for Transport	Department for Transport	Great Minster House	33 Horseferry Road			London		SW1P 4DR	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Network Rail Infrastructure Limited	1 Eversholt Street					London		NW1 2DN	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Derbyshire Home Loans Limited	Nationwide House	Pipers Way				Swindon		SN38 1NW	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Euro Garages Limited	Waterside Head Office	Haslingden Road				Blackburn		BB1 2FA	Dear Sir or Madam	CAT1	True	False	False	True	False
The Secretary	Barclays Bank plc	1 Churchill Place					London		E14 5HP	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Moto Hospitality Limited	Toddington Services Area	Junction 11-12 M1 Southbound				Toddington		LU5 6HR	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Oxford International Exchange Limited	Elizabeth House	Queen Street				Abingdon		OX14 3LN	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Cornerstone Land Limited	Flat 2	Begbroke Manor	Spring Hill Road	Begbroke		Kidlington		OX5 1SH	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Wellington Pub Company plc	73 Cornhill					London		EC3V 3QQ	Dear Sir or Madam	CAT2	False	True	False	False	False
															False	False
The Secretary	Mjong Limited	Countryside House	23 West Bar Street				Banbury		OX16 9SA	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	The Oxford Diocesan Board of Finance	Church House Oxford	Langford Locks				Kidlington		OX5 1GF	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Banbury Road Projects LLP	Penrose House	67 Hightown Road				Banbury		OX16 9BE	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Esso Petroleum Company Limited	Ermyn House	Ermyn Way				Leatherhead		KT22 8UX	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Environment Agency	Horizon House	Deanery Road				Bristol		BS1 5AH	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Platform Housing Limited	Unit 1700 Solihull Parkway	Birmingham Business Park				Birmingham		B37 7YD	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Cellnex Connectivity Solutions Limited	R Plus	2 Blagrave Street				Reading		RG1 1AZ	Dear Sir or Madam	CAT2	False	True	False	False	False

[redacted]

The Secretary	Limited															
The Secretary	Dorchester Heyford Park Nominee Limited	Hilary House	19 Hilary Street	St. Helier			Jersey		JE2 4SX	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Heyford Residential Limited	Heyford Park House	Heyford Park	Camp Road	Upper Heyford		Bicester		OX25 5HD	Dear Sir or Madam	CAT2	False	True	False	False	False
The Secretary	Heyford Park Estate Limited	Heyford Park	Camp Road	Upper Heyford			Bicester		OX25 5HD	Dear Sir or Madam	CAT1	True	True	False	True	False
The Secretary	Heyford Park Developments Limited	52 Heyford Park House	Heyford Park	Camp Road	Upper Heyford		Bicester		OX25 5HD	Dear Sir or Madam	CAT2	False	True	False	False	False

[redacted]

The Secretary	Paradigm Homes Charitable Housing Association Limited	Building 1	Glory Park Avenue	Woodburn Green			High Wycombe		HP10 0DF	Dear Sir or Madam	CAT2	False	True	False	False	False

[redacted]

The Secretary	SKDK Limited	Nishkam Centre	6 Soho Road				Birmingham		B21 9BH	Dear Sir or Madam	CAT2	False	True	False	False	False

[redacted]

The Secretary	British Telecommunications plc	81 Newgate Street					London		EC1A 7AJ	Dear Sir or Madam	CAT1	True	True	False	False	False
The Secretary	Heyford Regeneration Limited	Heyford Park House	Camp Road	Upper Heyford			Bicester		OX25 5HD	Dear Sir or Madam	CAT2	False	True	False	False	False

[redacted]

										Dear Sir	CAT2	False	True	False	False	False
										Dear Madam	CAT2	False	True	False	False	False
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	[redacted]	Upper Heyford				Bicester		[redacted]	Dear Madam	CAT2	False	True	False	False	False
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	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False	

	[redacted]	Upper Heyford				Bicester		[redacted]	ear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			ear Sir

	[redacted]		Upper Heyford				Bicester		[redacted]	Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir or Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
			Upper Heyford				Bicester			Dear Sir

	[redacted]	Upper Heyford				Bicester		[redacted]	Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Madam	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir or Madam	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Madam	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Eady Road	Upper Heyford			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
The Secretary		Woolpit Business Park	Windmill Avenue	Woolpit		Bury St. Edmunds			Dear Sir or Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False

	[redacted]	Upper Heyford				Bicester		[redacted]	Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
						Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Fir Lane	Steeple Aston			Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Fir Lane	Steeple Aston			Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
The Secretary		Camp Road	Upper Heyford			Bicester			Dear Sir or Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear

	[redacted]	Upper Heyford				Bicester		[redacted]	Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Madam	CAT2	False	True	False	False	False
		Upper Heyford				Bicester			Dear Sir

[redacted]

					Bicester		Dear Madam	CAT2	False	True	False	False	False	
					Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
					Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Ardley				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Ardley				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
The Clerk	Langford Locks				Kidlington		Dear Sir or Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Alchester Road	Chesterton			Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Chesterton				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
The Secretary	Crosby Way				Farnham		Dear Sir or Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Sir	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Upper Heyford				Bicester		Dear Madam	CAT2	False	True	False	False	False	
The Secretary	1 Lancaster Way	Ermine Business Park			Huntingdon		Dear Sir or Madam	CAT1	True	False	False	False	False	
The Secretary	New Castle House	Castle Boulevard			Nottingham		Dear Sir or Madam	CAT1	True	False	False	False	False	
The Secretary					London		Dear Sir or Madam	CAT1	True	False	False	False	False	
The Chief Executive	White Post Road				Banbury		Dear Sir or Madam	CAT1	True	True	False	True	False	
The Secretary	Grange Park Court	Roman Way			Northampton		Dear Sir or Madam	CAT2	False	True	False	False	False	
	7 Bainton Road				Bicester		Dear Madam	CAT2	False	True	False	False	False	
					Bicester		Dear Sir	CAT2	False	True	False	False	False	
					Bicester		Dear Madam	CAT2	False	True	False	False	False	
					Bicester		Dear Sir	CAT2	False	True	False	False	False	
					Bicester		Dear Madam	CAT2	False	True	False	False	False	
	Bainton Road				Bicester		Dear Sir	CAT2	False	True	False	False	False	

The primary purpose of this spreadsheet is as an input to the mail merge, so one row is needed for each letter that is to be generated.
Its secondary purpose is to record definitively the category and notification undertaken.

Stage 1 Consultation s44 parties - SUBSOIL ONLY 14.4.2022

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*	*Type of letter*	*Has Cat 1 Parcel(s)*	*Has Cat 2 Parcel(s)*	*Has Cat 3 Parcel(s)*	*Has subsoil in Cat 1 parcel(s)*	*Is all Cat 1 parcel(s) subsoil*
	[redacted]						Bicester		[redacted]	Dear Sir	CAT1 - subsoil	True	False	False	True	True
				Bucknell			Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
				Bucknell			Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
				Bucknell			Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
				Bucknell			Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
							Kidlington			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							Oxford			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
The Secretary							Westcliff-on-Sea			Dear Sir or Madam	CAT1 - subsoil	True	False	False	True	True
The Secretary				30 Orange Street			London			Dear Sir or Madam	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
The Secretary				Upper Heyford			Bicester			Dear Sir or Madam	CAT1 - subsoil	True	True	False	True	True
				Upper Heyford			Bicester			Dear Madam	CAT1 - subsoil	True	True	False	True	True
				Upper Heyford			Bicester			Dear Sir	CAT1 - subsoil	True	True	False	True	True
The Secretary							London			Dear Sir or Madam	CAT1 - subsoil	True	False	False	True	True
							Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							London			Dear Sir	CAT1 - subsoil	True	False	False	True	True
							London			Dear Madam	CAT1 - subsoil	True	False	False	True	True
							Buckingham			Dear Sir	CAT1 - subsoil	True	False	False	True	True

The Secretary	[redacted]	[redacted]				Manchester		[redacted]	Dear Sir or Madam	CAT1 - subsoil	True	False	False	True	True
The Secretary						Solihull			Dear Sir or Madam	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
						Solihull			Dear Sir	CAT1 - subsoil	True	False	False	True	True
						Solihull			Dear Madam	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Madam	CAT1 - subsoil	True	False	False	True	True
						Bicester			Dear Sir	CAT1 - subsoil	True	False	False	True	True

The primary purpose of this spreadsheet is as an input to the mail merge, so one row is needed for each letter that is to be generated.
Its secondary purpose is to record definitively the category and notification undertaken.

Stage 2 Consultation S44 List 21.9.25

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*	*Type of letter*	*Has Cat 1 Parcel(s)*	*Has Cat 2 Parcel(s)*	*Has Cat 3 Parcel(s)*	*Has subsoil in Cat 1 parcel(s)*	*Is all Cat 1 parcel(s) subsoil*
1	The Secretary	N	[redacted]					Guildford		[redacted]	Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	True	False
2								Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
3	The Secretary	B						Edinburgh			Dear Sir or Madam	Heyford RC	False	True	False	False	False
5		T			Chesterton			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	True	False
7		J						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
8		J			Bucknell			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	True	False
11					Bucknell			Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
12		S			Bucknell			Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
14		P						Oxford			Dear Sir	Subsoil Only	True	False	False	True	True
17	The Chief Executive	O						Oxford			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	True	False
18		C						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	True	False
19		R						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
19		R A						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
20		J						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
20		J &						Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
23	The Secretary	T						Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	True	False
25		K						Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
28		R						Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
29		C						Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
31		J			Hempton			Banbury			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
32		S						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
33	The Secretary	V L			Stretton on Dunsmore			Rugby			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
34		R						Banbury			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
35		G						Oswestry			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
39	The Secretary	U						St. Helier	Jersey		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
40	The Secretary	U						St. Helier	Jersey		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
41	The Secretary	L						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
42	The Secretary	L						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
43		H			Thorpe Mandeville			Banbury			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
44	The Secretary	S L						Kidlington			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
45		R						Bicester			Dear Madam	Subsoil Only	True	True	False	True	True
46	The Secretary	S L						Chipping Norton			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
47	The Secretary	V			Ardley			Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
70	The Secretary	S D						Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	False	False
105	The Secretary	O			66-72 Esplanade			St. Helier	Jersey		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
107		J			Middleton Stoney			Bicester			Dear Madam	Subsoil Only	True	True	False	True	True
124		T						Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
141	The Secretary	V						Stretton On Dunsmore			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
142	The Secretary	S			33 Horseferry Road			London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
148	The Secretary	N L						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
159	The Secretary	B						Banbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
169	The Secretary	D						Basildon			Dear Sir or Madam	Subsoil Only	True	True	False	True	True
170	The Secretary	P						Manchester			Dear Sir or Madam	Subsoil Only	True	False	False	True	True
173	The Secretary	D L			Camp Road	Upper Heyford		Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
190	The Secretary	B						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False

191		[redacted]	Barn House	Ardley			Bicester		[redacted]	Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	True	False	False
192			Fritwell Road	Fewcott			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	True	False
193			Fritwell Road	Fewcott			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	True	True	False
194			Baynards Green				Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
195			Baynards Green				Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
196			Baynards Green				Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
197			Baynards Green				Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
205			Northam				Bideford			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	True	True	False
206			Heywood Lane				Tenby			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	True	True	False
207	The Secretary		Pipers Way				Swindon			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	False	False	False
208							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
209							Aylesbury			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
210			Station Road				Bicester			Dear Sir	Subsoil Only	True	False	True	True	True
211			Station Road				Bicester			Dear Sir	Subsoil Only	True	False	True	True	True
212	The Secretary						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
213	The Secretary		Great Wilson Street				Leeds			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
214	The Secretary						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
217	The Secretary		Junction 11-12 M1 Southbound				Toddington			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
218							Kidlington			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
264			New Row	Bucknell			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
269	The Secretary		Boston House	Grove Business Park	Downsview Road		Wantage			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
270	The Secretary		Begbroke Manor	Spring Hill Road	Begbroke		Kidlington			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
271	The Secretary		21-24 Millbank				London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
277			Bainton Road	Bucknell			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
278			Bainton Road	Bucknell			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
279			Bainton Road	Bucknell			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
280			Stoke Lyne				Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
281			Stoke Lyne				Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
284	The Secretary		23 West Bar Street				Banbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
286	The Secretary		Langford Locks				Kidlington			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
288	The Secretary		57 Hightown Road				Banbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
291			Alchester Road	Chesterton			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
292			Chesterton				Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
296	The Secretary		Ermyn Way				Leatherhead			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
297	The Secretary		Deanery Road				Bristol			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
299	The Secretary						Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
300	The Secretary		Birmingham Business Park				Birmingham			Dear Sir or Madam	Subsoil Only	True	True	True	True	True
305	The Secretary		2 Blagrave Street				Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
306			Baynards Green				Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
311			Bicester Road	Middleton Stoney			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
312			Bicester Road	Middleton Stoney			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
313			Bicester Road	Middleton Stoney			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
314			Bicester Road	Middleton Stoney			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
315			Bicester Road	Middleton Stoney			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
316			Bicester Road	Middleton Stoney			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
317			Bicester Road	Middleton Stoney			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
318			Bicester Road	Middleton Stoney			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
319			Bicester Road	Middleton Stoney			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
320			Bicester Road	Middleton Stoney			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False

321		[redacted]	Bicester Road	Middleton Stoney			Bicester		[redacted]		Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
322			Bicester Road	Middleton Stoney			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
323			Bicester Road	Middleton Stoney			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
324			Bicester Road	Middleton Stoney			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
325			Oxford Road	Middleton Stoney			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
326			Oxford Road	Middleton Stoney			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
327			Oxford Road	Middleton Stoney			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
328			Oxford Road	Middleton Stoney			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
331			Fritwell Road	Fewcott			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
332	The Secretary		Heyford Park	Upper Heyford			Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
333	The Secretary		Heyford Park	Upper Heyford			Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
334	The Secretary		Heyford Park	Upper Heyford			Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
335	The Secretary		Heyford Park	Upper Heyford			Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
336	The Secretary		Heyford Park	Upper Heyford			Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
337			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
339							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
340							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
341			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
342			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
344			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
345			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
346			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
347			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
349			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
350	The Secretary		Wooburn Green				High Wycombe				Dear Sir or Madam	Heyford RC	False	True	False	False	False
351			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
353			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
354			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
356	The Secretary		6 Soho Road				Birmingham				Dear Sir or Madam	Heyford RC	False	True	False	False	False
357			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
358			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
359			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
360			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
361			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
362			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
366			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
367	The Secretary		Blue Boar Court	9 Alfred Street			Oxford				Dear Sir or Madam	Heyford RC	False	True	False	False	False
368			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
369			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
370			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
371	The Secretary		1 Braham Street				London				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
372	The Secretary		52 Camp Road	Heyford Park	Upper Heyford		Bicester				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
373			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
374			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
375			Eady Road	Upper Heyford			Bicester				Dear Sir	Heyford RC	False	True	False	False	False
376			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
377			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
378			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
379							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
380			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
381							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
382			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
384			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
385			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
386			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
387							Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
388			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
389			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
390			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
391			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
392			Evenlode House	Evenlode Close			Bicester				Dear Madam	Heyford RC	False	True	False	False	False
393			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
397			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
398			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
399			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
400			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
401			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
402			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
403			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
404			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False

		[redacted]															
405			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
406			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
408							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
409							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
410			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
411			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
412			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
413			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
416			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
417			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
421			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
422			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
423			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
424			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
425			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
426			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
427			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
428			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
429			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
430			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
431			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
433			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
435			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
436			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
437			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
438			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
439			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
440			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
441			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
442			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
443			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
444			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
445			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
446			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
447			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
448			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
449			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
450			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
451			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
452			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
453			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
454			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
455			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
456			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
457			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
458			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
459			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
460			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
461			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
462			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
463			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
464			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
465			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
466			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
467			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
468			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
469			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
470			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
471			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
472			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
473			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
474			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
475			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
476			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
477			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
479			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
481			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
482			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
483			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
485			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
487			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
488			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
489			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
490			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
491			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
494			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
496			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
498			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
500			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
501			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
502			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
503			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
504			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
505			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
507			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
508			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
509			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
510			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
513			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
514			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
515			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
516			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False

517		[redacted]	Upper Heyford				Bicester		[redacted]	ear Madam	Heyford RC	False	True	False	False	False
518			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
519			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
520			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
521			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
522			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
524			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
526			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
527			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
528			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
529			Wytham				Oxford			ear Madam	Heyford RC	False	True	False	False	False
532			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
533			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
534			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
535			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
536	The Secretary						Croydon			ear Sir or Madam	Heyford RC	False	True	False	False	False
537			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
538			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
539			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
540			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
541			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
542			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
543			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
544			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
546			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
547			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
548			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
549			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
550			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
551			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
552			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
553			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
554			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
555			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
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557			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
559			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
561			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
562			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
563			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
565							Bicester			ear Madam	Heyford RC	False	True	False	False	False
566							Bicester			ear Sir	Heyford RC	False	True	False	False	False
569			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
570			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
571			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
572			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
573			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
574			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
575			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
576							Banbury			ear Madam	Heyford RC	False	True	False	False	False
577			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
578			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
579			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
580			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
581			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
582			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
583			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
584			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
585			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
586			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
587			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
588			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
589			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
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593			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
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595			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
596			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
597			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
600			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
601			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
602							Bicester			ear Sir	Heyford RC	False	True	False	False	False
603							Bicester			ear Madam	Heyford RC	False	True	False	False	False
604			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
605			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
606			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
607			Tollgate House	North Street			Bicester			ear Madam	Heyford RC	False	True	False	False	False
608			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
609			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
610			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
611			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
612			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False
613			Upper Heyford				Bicester			ear Madam	Heyford RC	False	True	False	False	False
614			Upper Heyford				Bicester			ear Sir	Heyford RC	False	True	False	False	False

615			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
616			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
617			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
618			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
619			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
620			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
621			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
622			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
623			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
624			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
625			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
626			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
627			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
628			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
629			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
630			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
631			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
632			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
633			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
634			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
635			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
637			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
638			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
641			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
642			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
643			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
644			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
645			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
646			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
647			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
648			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
649			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
650			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
654							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
655							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
656			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
657			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
658	The Secretary		Kings Hill				West Malling			Dear Sir or Madam	Heyford RC	False	True	False	False	False
660	The Secretary		67 Hightown Road				Banbury			Dear Sir or Madam	Heyford RC	False	True	False	False	False
661	The Secretary		Heyford Park	Upper Heyford			Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
662			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
663			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
664			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
665			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
666			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
667			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
668			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
669			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
670			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
671			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
672			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
673			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
674			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
675			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
676			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
677			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
678			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
679			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
680			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
681			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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685			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
686			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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689			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
692			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
693			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
694			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
695			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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697			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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699			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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704			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
705			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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707			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
708			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
709			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
710			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
711			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
712			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
713			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False

715		[redacted]	Upper Heyford				Bicester		[redacted]	Dear Madam	Heyford RC	False	True	False	False	False
716			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
717			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
722			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
723			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
724			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
725			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
726			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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728			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
729			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
730	The Secretary						London			Dear Sir or Madam	Heyford RC	False	True	False	False	False
731			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
732			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
733			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
734			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
735			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
736			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
737			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
738			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
741			Station Road	Ardley			Bicester			Dear Sir	Subsoil Only	True	True	True	True	True
742			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
743			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
744			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
745			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
746			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
747			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
748			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
749			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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751			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
752			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
753			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
754			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
755			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
756			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
757			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
758							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
760			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
761			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
762			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
763			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
764			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
765			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
766			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
767			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
770			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
771			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
772			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
773			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
774			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
775			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
776			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
777			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
778			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
779			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
780			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
781			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
783			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
784			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
785			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
786			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
787			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
788			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
789			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
790			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
793			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
795			Eady Road	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
796			Eady Road	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
798			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
799			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
800			Eady Road	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
801			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
802			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
803			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
804			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
805			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
808			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
809			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
811			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
812			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
813			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
814			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
815			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
816			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
817			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
818			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
820			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False

821		[redacted]	Eady Road	Upper Heyford			Bicester		[redacted]	Dear Madam	Heyford RC	False	True	False	False	False
822			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
823			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
824			Camp Road	Upper Heyford			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
825			Camp Road	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
826			Church Walk	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
827	The Secretary		Witney Road	Eynsham			Witney			Dear Sir or Madam	Heyford RC	False	True	False	False	False
828			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
829			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
830	The Secretary		Heyford Park	Upper Heyford			Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
831			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
832			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
833							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
834			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
835							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
836			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
837			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
838			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
839			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
841			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
842			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
845			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
846			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
847			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
848			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
849			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
850			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
851							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
852							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
853			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
855			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
856			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
857			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
858			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
859			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
860			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
861			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
862			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
863			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
864			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
865			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
866			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
867			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
868			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
871	The Secretary		Woolpit Business Park	Windmill Avenue	Woolpit		Bury St. Edmunds			Dear Sir or Madam	Heyford RC	False	True	False	False	False
873			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
874			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
876			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
877			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
878			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
879			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
880			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
881			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
882							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
883			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
885			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
886			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
887			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
888			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
889							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
893			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
894			Fir Lane	Steeple Aston			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
895			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
896			Fir Lane	Steeple Aston			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
897			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
898			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
899			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
900			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
901	The Secretary		Camp Road	Upper Heyford			Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
902			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
903			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
904			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
905			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
906			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
907			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
908			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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910			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
913			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
914			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
915			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
916			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
917			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
918			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False

919		[redacted]	Upper Heyford				Bicester		[redacted]	Dear Sir	Heyford RC	False	True	False	False	False
920			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
921			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
922			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
923			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
924			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
925			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
926			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
927			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
928			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
929			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
930			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
931			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
932			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
933			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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935			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
936			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
937			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
938			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
939			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
941			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
943			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
944			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
945			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
946			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
947			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
948			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
949			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
950			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
953			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
954			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
955			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
956			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
957			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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959			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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962			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
963			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
964			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
965			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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967			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
968			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
969							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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975			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
976			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
977			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
978			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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982			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
983			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
984			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
985			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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987			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
988			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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992			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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997			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
998			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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1002			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1003							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1004			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1005			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1006			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1007			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
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1009			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1010			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1011			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1012							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1013			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1014			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
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1019			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1020			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1021			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False

1022		[redacted]	Upper Heyford				Bicester		[redacted]		Dear Sir	Heyford RC	False	True	False	False	False
1023			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1024			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
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1031			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
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1036			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1037			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1038			Aldermaston Road				Tadley				Dear Sir	Heyford RC	False	True	False	False	False
1039							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1040							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1041							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1042							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1043			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1044							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1045			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1046							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1047							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
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1050							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1051			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1052			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1053							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1054							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1056			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
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1059			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
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1061							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
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1064			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1065							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1066			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1067			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1068			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1069			Ardley				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1070			Ardley				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1071			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1072			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1073			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1074			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1075	The Clerk		Langford Locks				Kidlington				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1076			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1077			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1080			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1081			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1082			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1083			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1084	The Secretary		Bartley Wood Business Park	18 Bartley Way			Hook				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1085			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1086			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1087			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1088			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1089			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1090			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1091			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1093	The Secretary			Ermine Business Park			Huntingdon				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	True	True	False
1094	The Secretary			Castle Boulevard			Nottingham				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1095	The Secretary						London				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1096							Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1097	The Secretary						Oxford				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1098	The Chief Executive						Banbury				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
1122	The Secretary						Manchester				Dear Sir or Madam	Subsoil Only	True	False	False	True	True
1123				Chesterton			Bicester				Dear Sir	Subsoil Only	True	False	False	True	True
1124							London				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
1125							London				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
1135							Bicester				Dear Madam	Subsoil Only	True	False	False	True	True
1135							Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1136							Bicester				Dear Sir	Subsoil Only	True	False	False	True	True

1136		[redacted]	[redacted]					Bicester		[redacted]	Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1137								Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	True	False
1150	The Secretary				Roman Way			Northampton			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1168								Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1170	The Secretary							Grantham			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1221	The Secretary				Castle Street			Worcester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1244					Stoke Lyne			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1245					Stoke Lyne			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1273	The Secretary							London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1277	The Secretary							Birmingham			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1278					Weston-On-The-Green			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1279	The Secretary							Brentwood			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
1280								Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	False	False
1281								Banbury			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1282	The Secretary							Perth			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1286	The Secretary		tional					Geneva	Switzerland		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1287	The Secretary		tional					Geneva	Switzerland		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1288	The Secretary							Banbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	TRUE	False	False	False
1289								Ashbourne			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1299	The Secretary							London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1302								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1303								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1304	The Secretary							High Wycombe			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1305					Middleton Stoney			Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1308					Upper Hayford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1309								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1310								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1311								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1312								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1313								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1314								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1315								Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1316								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1317								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1318								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1319								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1320								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1321								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1322								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1323								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1324								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1325								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1326								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1327								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1330	The Secretary							Rainham			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1331								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1332								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1333								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1334	The Secretary							High Wycombe			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1335								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1336								Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1337								Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1338								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1339								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1340								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1341								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1342								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1343								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1344								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1345								Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1346								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1347								Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1348								Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1349								Bicester			Dear Madam	Heyford RC	False	True	False	False	False

1350	The Secretary	[redacted]	Denham				Uxbridge		[redacted]	Dear Sir or Madam	Heyford RC	False	True	False	False	False
1351							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1352							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1353							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1354							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1355							Witney			Dear Madam	Heyford RC	False	True	False	False	False
1356							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1357							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1358							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1359							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1360							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1361							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1362							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1363							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1364							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1365	The Chief Executive		Oxford Road				Kidlington			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1366							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1367							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1368							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1369							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1370							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1371							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1372							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1373							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1374							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1375							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1376							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1377							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1378							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1379							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1380							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1381							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1382							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1383							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1384							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1385							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1387							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1388							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1389							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1390							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1391							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1392							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1393							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1394							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1395							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1396							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1397							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1398							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1399							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1400							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1402							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1403							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1404	The Secretary		345 Camp Road				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1405							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1407							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1408							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1409							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1410							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1411							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1412							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1413							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1414							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1415							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1416							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1418							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1419							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1420							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1421							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1422							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1423							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1424							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1425							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1426							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1427							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1428							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1429							Bicester			Dear Sir	Heyford RC	False	True	False	False	False

1430		[redacted]					Bicester		[redacted]	Dear Sir	Heyford RC	False	True	False	False	False
1431							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1432							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1433							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1434							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1435							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1436							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1437							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1438							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1439							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1440	The Secretary						London			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1441							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1442							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1443							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1444							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1445							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1446							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1447							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1448							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1449							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1450							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1451							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1452							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1453							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1454							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1455							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1456							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1457							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1458							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1459							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1460							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1461							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1462							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1463							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1464	The Secretary						London			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1465							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1466							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1467							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1468							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1469							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1470							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1471							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1472							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1473							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1474							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1475							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1476							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1477							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1478							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1479							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1480							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1481							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1482							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1483							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1484							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1485							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1486							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1487							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1488							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1489							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1490							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1491							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1492							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1493							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1494							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1495							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1496							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1497							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1498							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1499							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1500							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1501							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1502							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1503							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1504			tone Buildings				London			Dear Sir	Heyford RC	False	True	False	False	False
1505							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1506							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1507							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1508							Bicester			Dear Madam	Heyford RC	False	True	False	False	False

1509		[redacted]					Bicester		[redacted]	Dear Sir	Heyford RC	False	True	False	False	False
1510							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1511							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1512							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1513							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1514			Station Road				Kidlington			Dear Madam	Heyford RC	False	True	False	False	False
1515			Station Road				Kidlington			Dear Sir	Heyford RC	False	True	False	False	False
1516							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1517							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1518							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1519							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1520							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1521							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1522							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1523							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1524							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1525							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1526			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1527							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1528			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1529							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1530							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1531							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1532							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1533			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1534			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1535							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1536							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1537							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1539							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1540			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1541							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1542			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1543							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1544			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1545							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1546			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1547							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1548							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1549							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1550			Flat 9 West Castle Street				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1551			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1552			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1553			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1554	The Secretary		Peninsula Par, Rydon Lane				Exeter			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1555			Flat 8 West Castle Street				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1556			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1557							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1558							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1559							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1560							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1561							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1562			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1563			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1564							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1565							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1566			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1567			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1568			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1569			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1570			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1571			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1572			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1573			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1574							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1575							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1576			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1577			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1578							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1579							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1580			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1581							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1582			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False

1583		[redacted]					Bicester		[redacted]		Dear Sir or Madam	Heyford RC	False	True	False	False	False
1584							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1585							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1586							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1587			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1588			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1589							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1590							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1591			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1592			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1593							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1594							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1595			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1596			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1597			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1598			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1599			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1600			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1601			Flat 3 West Castle Street				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1602							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1603							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1604							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1605			Flat 31 West Castle Street				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1606			Flat 31 West Castle Street				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1607							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1608							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1609							Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1610							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1611							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1612			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1613			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1614							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1615			The Station House	West Castle Street			Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1616			The Station House	West Castle Street			Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1617			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1618			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1619							Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1620			Fritwell				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1621							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1622			Fritwell				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1623							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1624							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1625			Upper Heyford				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1626			Upper Heyford				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1627			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1628							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1629			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1630							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1631			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1632			1 Dow Street				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1633							Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1634			Upper Heyford				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1635			1 Dow Street				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1636							Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1637			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1638							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1639			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1640							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1641			Upper Heyford				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1642							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1643			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1644							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1645			5 Dow Street				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1646			5 Dow Street				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1647							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1648							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1649			Upper Heyford				Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1650			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1651							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1652			Upper Heyford				Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1653			Upper Heyford				Bicester				Dear Sir or Madam	Heyford RC	False	True	False	False	False
1654							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1655							Bicester				Dear Madam	Heyford RC	False	True	False	False	False
1656							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1657							Bicester				Dear Sir	Heyford RC	False	True	False	False	False
1658							Bicester				Dear Sir	Heyford RC	False	True	False	False	False

		[redacted]																
1659							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1660			Ixer Row	Upper Heyford			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1661							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1662			Ixer Row	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1663							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1664			Flat 1 West Castle Street	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1665							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1666							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1667							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1668			Flat 4 West Castle Street	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1669							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1670			Flat 4 West Castle Street	Upper Heyford			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1671			Flat 7 West Castle Street	Upper Heyford			Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1672							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1673							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1674							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1675							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1676							Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1677			5700 John Smith Drive	Arc Oxford			Oxford			Dear Sir	Heyford RC	False	True	False	False	False
1678			5700 John Smith Drive	Arc Oxford			Oxford			Dear Madam	Heyford RC	False	True	False	False	False
1679							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1680			Flat 15 West Castle Street	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1681							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1682							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1683							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1684			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1685							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1686							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1687			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1688							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1689							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1690							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1691			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1692			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1693							Brackley			Dear Sir	Heyford RC	False	True	False	False	False
1694							Brackley			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1695			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1696							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1697							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1698							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1699							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1700							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1701							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1702							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1703			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1704							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1705			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1706							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1707							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1708							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1709			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1710							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1711							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1712			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1713			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1714			The Gate House	West Castle Street			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1715			The Gate House	West Castle Street			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1716			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1717							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1718							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1719							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1720							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1721			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1722			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1723							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1724							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1725			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1727			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1728							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1729							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1730			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1731							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1732			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1733							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1734							Bicester			Dear Sir	Heyford RC	False	True	False	False	False

1735		[redacted]					Bicester		[redacted]	Dear Madam	Heyford RC	False	True	False	False	False
1736			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1737			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1738							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1739			Flat 12 West Castle Street	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1740							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1741							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1742							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1743							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1744			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1745							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1746							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1747	The Secretary		3210 Camp Road				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1748	The Secretary		3210 Camp Road				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1749			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1750			The Gate House	West Castle Street			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1751			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1752							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1753							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1755			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1756			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1757			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1758			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1759			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1760			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1761							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1762							Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1763			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1764			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1765			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1766			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1767			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1768			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1769			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1770			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1771			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1772			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1773			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1774			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1775			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1776			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1777			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1778			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1779			Allen Row	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1780			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1781			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1782			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1784			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1785			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1786			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1787			Allen Row	Upper Heyford			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1788			Allen Row	Upper Heyford			Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1789			Allen Row	Upper Heyford			Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1790			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1791			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1792			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1793			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1794			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1795							Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1796			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1797			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1798			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1799			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1800			Upper Heyford				Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1801			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1802			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1803			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1805			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1807			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1808			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1809			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1810			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1811			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1813			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1814			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1815			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1816			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1817			Upper Heyford				Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1818			Upper Heyford				Bicester			Dear Sir	Heyford RC	False	True	False	False	False

1819						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1820						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1821						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1822						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1823						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1824						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1825						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1826						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1827						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1828						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1829						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1830						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1831	The Secretary					Manchester			Dear Sir or Madam	Subsoil Only	True	False	False	True	True
1832						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1833						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1834						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1835						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1836						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1837						Bicester			Dear Sir or Madam	Heyford RC	False	True	False	False	False
1838						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1839				Upper Heyford		Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1840						Bicester			Dear Sir	Heyford RC	False	True	False	False	False
1841						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1842						Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	True	False	True	False
1843						Bicester			Dear Madam	Heyford RC	False	True	False	False	False
1845	The Secretary					Newbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1846				Middleton Stoney		Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1847						Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1848				Middleton Stoney		Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1849				Middleton Stoney		Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1850						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	True	False
1851				Middleton Stoney		Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1852				Middleton Stoney		Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1853				Middleton Stoney		Bicester			Dear Sir or Madam	Subsoil Only	True	False	False	True	True
1854	The Secretary					Bury St. Edmunds			Dear Sir or Madam	Subsoil Only	True	False	False	True	True
1855	The Secretary					London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1856	The Secretary					Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1859						Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1860						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1861						Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1862						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1863						Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1864	The Secretary			The Causeway		Staines-Upon-Thames			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	True	False	False	False
1867						Aylesbury			Dear Madam	Subsoil Only	True	False	False	True	True
1868						Aylesbury			Dear Sir	Subsoil Only	True	False	False	True	True
1869				Middleton Stoney		Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1870				Middleton Stoney		Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1871						Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1872						London			Dear Sir	Subsoil Only	True	False	False	True	True
1873				Middleton Stoney		Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1874				Middleton Stoney		Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1885						Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1886						Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1887						Brackley			Dear Madam	Subsoil Only	True	False	False	True	True
1888						Brackley			Dear Sir	Subsoil Only	True	False	False	True	True
1889						Bicester			Dear Sir	Subsoil Only	True	False	False	True	True
1890						Bicester			Dear Madam	Subsoil Only	True	False	False	True	True
1891						London			Dear Sir	Subsoil Only	True	False	False	True	True

1892		[redacted]				London		[redacted]		Dear Madam	Subsoil Only	True	False	False	True	True
1897			Ardley			Bicester				Dear Sir or Madam	Subsoil Only	True	False	True	True	True
1898			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1899			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1900			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1901			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1902			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1903			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1904			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1905			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1906						Banbury				Dear Sir	Subsoil Only	True	False	True	True	True
1907						Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1908						Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1909			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1910			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1911			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1912	The Secretary					Kidlington				Dear Sir or Madam	Subsoil Only	True	False	True	True	True
1913			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1914			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1915			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1916			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1917			Ardley			Bicester				Dear Madam	Subsoil Only	True	False	True	True	True
1918			Ardley			Bicester				Dear Sir	Subsoil Only	True	False	True	True	True
1927	The Secretary		Forbury Road			Reading				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1928	The Secretary					Sheffield				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1929	The Secretary					Abingdon				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1930	The Secretary		Lister Way	Blantyre		Glasgow				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1931	The Secretary					London				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1932	The Secretary		Windmill Avenue	Woolpit		Bury St. Edmunds				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1933	The Secretary		Station Road			Reading				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1934	The Secretary					Horley				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1935	The Secretary		Windmill Avenue	Woolpit		Bury St. Edmunds				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1936	The Secretary		Windmill Avenue	Woolpit		Bury St. Edmunds				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1951						Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	True	False	False
1952			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1953			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1954	The Clerk					Kidlington				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1956			Ardley			Bicester				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1957			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1958			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1959			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1960			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1961			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1962			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1963			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1964						Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1965						Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1966	The Secretary					Southampton				Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1967			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1968			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1969						Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1970						Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1971			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1972						Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1973			Ardley			Bicester				Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1974			Ardley			Bicester				Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False

1975		[redacted]		Ardley			Bicester		[redacted]	Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1976				Ardley			Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1977							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1978							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1979				Ardley			Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1981							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1982							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1983							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1984							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1985							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1986							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1987							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1988							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1989							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1990							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1992	The Secretary			Balgrove			Swindon			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	False	False	True	False	False
1994							Bicester			Dear Madam	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1995							Bicester			Dear Sir	Stage 2 - s42 43 44 (excl subsoil) letter	True	False	False	False	False
1980	The Secretary						Beaconsfield			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	FALSE	TRUE	FALSE	FALSE
1998	The Secretary						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
1999	The Chief Executive						Chichester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2000	The Secretary			Cressex Business Park			High Wycombe			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2001	The Secretary						Eastbourne			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2002	The Secretary		et				Oxford			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2003	The Secretary						Delaware	Unites States		Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2004	The Secretary						Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2005	The Secretary			Northampton Road	Weston-on-the-Green		Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2006	The Secretary			Goring			Reading			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2007	The Secretary						Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2008	The Secretary						Oxford			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2009	The Secretary			Deddington			Banbury			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2010	The Secretary			3 West Way	Botley		Oxford			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	FALSE	TRUE	FALSE	FALSE
2011							Bicester			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2012							Bicester			Dear Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2013							Bicester			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2014							Bicester			Dear Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2015	The Secretary			349 Regents Park Road			London			Dear Sir or Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2016	The Secretary			349 Regents Park Road			London			Dear Sir or Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2017				9 Gatliff Road			London			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2018							London			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2019							Bicester			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2020							Bicester			Dear Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2021							Bicester			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2022							Bicester			Dear Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2023							Bicester			Dear Sir	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2024							Bicester			Dear Sir or Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2025							Bicester			Dear Sir or Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2026							Bicester			Dear Sir or Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2027							Bicester			Dear Madam	Subsoil Only	TRUE	FALSE	FALSE	TRUE	TRUE
2028	The Secretary						London			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE
2029							Bicester			Dear Sir or Madam	Stage 2 - s42 43 44 (excl subsoil) letter	FALSE	TRUE	FALSE	FALSE	FALSE

The primary purpose of this spreadsheet is as an input to the mail merge, so one row is needed for each letter that is to be generated.
Its secondary purpose is to record definitively the category and notification undertaken.

Cat 3 Parties Noise and Vibration 30.3.26

PartyID	TOPO	Consultee body / Full Name	Contact Address	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	Salutation	BoR Column Reference and Interest Held	BoR Column Parcel Description	Has Cat 1 Parcel(s)	Has Cat 2 Parcel(s)	Has Cat 3 Parcel(s)	Has subsoil in Cat 1 parcel(s)	Is all Cat 1 parcel(s) subsoil
2335		[redacted]						Bicester		[redacted]	Dear Sir	Freehold()	CAT3	False	False	True	False	False
2336								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2337								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2338								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2339								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2340								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2341								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2342								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2344								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2345								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2346	The Secretary			Bignell Park Barns	Chesterton			Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2347								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2348								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2349								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2350								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2351								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2352								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2353								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2354								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2355								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2356								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2357								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2358								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2359								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2360				24 Hambleside				Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2361				24 Hambleside				Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2362								Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2363								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2364								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2365								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2368								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2369								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2370								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2371								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2372								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2373								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2374								Bicester			Dear Sir	Leasehold()	CAT3	False	False	True	False	False
2376	The Secretary			Basing View				Basingstoke			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2377								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2380								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2381								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2382								Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2383								Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2384								Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2385								Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2386								Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2387								Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False

2388		[redacted]					Bicester		[redacted]	Dear Sir	Freehold()	CAT3	False	False	True	False	False
2389							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2393							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2398							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2399							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2400							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2401							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2402							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2403							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2406							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2407							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2410							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2411							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2412							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2413							Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2414							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2415							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2416							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2417							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2418							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2419							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2420							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2421							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2423							Bicester			Dear Sir	Freehold()	CAT3	False	False	True	False	False
2424							Bicester			Dear Madam	Freehold()	CAT3	False	False	True	False	False
2425							Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False
2427							Bicester			Dear Sir or Madam	Freehold()	CAT3	False	False	True	False	False

The primary purpose of this spreadsheet is as an input to the mail merge, so one row is needed for each letter that is to be generated.
Its secondary purpose is to record definitively the category and notification undertaken.

S44 - Land Referencing Refresh - New Parties March 2026

PartyID	New Party Y/N	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	Has Cat 1 Parcel(s)	Has Cat 2 Parcel(s)	Has Cat 3 Parcel(s)	Has subsoil in Cat 1 parcel(s)	Is all Cat 1 parcel(s) subsoil	CAT 3 / Heyford Park RC / Subsoil only / General consultation letter / Cherwell Tenants
48	Y		[redacted]		Middleton Stoney				Bicester		[redacted]	Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
167	Y				Islip Road	Bletchingdon			Kidlington			Dear Madam	True	True	False	True	True	Subsoil Only
174	Y	The Secretary			Main Road	Elvaston			Derby			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
394	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
484	Y								Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
486	Y								Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
659	Y	The Secretary			Woolpit Business Park	Windmill Avenue	Woolpit		Bury St. Edmunds			Dear Sir or Madam	True	True	False	False	False	General Consultation Letter
979	Y				Fritwell				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
980	Y				Fritwell				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
1092	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
1121	Y	The Secretary							Edinburgh			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
1306	Y	The Secretary			4 Chester Court Lane				Basildon			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
1307	Y	The Secretary			5 Mid New Cultins				Edinburgh			Dear Sir or Madam	True	True	False	True	False	General Consultation Letter
1878	Y				Bicester Road	Middleton Stoney			Bicester			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
1879	Y				Ardley Road				Bicester			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
2032	Y								London			Dear Sir	False	True	False	False	False	General Consultation Letter
2033	Y								London			Dear Madam	False	True	False	False	False	General Consultation Letter
2065	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2066	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2067	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2072	Y	The Secretary			Greenways Business Park	Bellinger Close			Chippenham			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2076	Y								Bicester			Dear Sir	True	False	False	False	False	General Consultation Letter
2077	Y								Bicester			Dear Madam	True	False	False	False	False	General Consultation Letter
2082	Y	The Secretary			50 Broadway				London			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2083	Y								Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2084	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2085	Y								Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2090	Y				Headington				Oxford			Dear Sir	False	True	False	False	False	General Consultation Letter
2091	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2092	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2093	Y								Brooklyn, NY	United States of America		Dear Sir	True	False	False	True	False	General Consultation Letter
2094	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2095	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2096	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2097	Y				Upper Heyford				Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2098	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2099	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2100	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2101	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2102	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2103	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2104	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2105	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2106	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2107	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2108	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2109	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2110	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2111	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2112	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2113	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2114	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2115	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2116	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2117	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2118	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2119	Y								Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2120	Y								Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2121	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2122	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2123	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2124	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2125	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2126	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2127	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2128	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2129	Y								Oxford			Dear Madam	False	True	False	False	False	Heyford Park RC
2130	Y								Oxford			Dear Sir	False	True	False	False	False	Heyford Park RC
2131	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2132	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2133	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2134	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2135	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2136	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2137	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2138	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2139	Y				Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2140	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2141	Y				Upper Heyford				Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2142	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2143	Y				Upper Heyford				Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC

2146	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2147	Y			Kirtlington				Kidlington			Dear Madam	False	True	False	False	False	Heyford Park RC
2148	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2149	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2150	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2151	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2152	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2153	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2154	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2155	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2156	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2157	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2158	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2159	Y							Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2160	Y							Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2161	Y							Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2163	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2164	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2165	Y							Bicester			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2177	Y	The Secretary						Banbury			Dear Sir or Madam	True	True	False	False	False	General Consultation Letter
2181	Y	The Secretary						Jersey			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2182	Y			Kings Sutton				Banbury			Dear Sir	True	True	False	True	True	Subsoil Only
2183	Y							Bicester			Dear Madam	True	False	False	True	True	Subsoil Only
2184	Y							Bicester			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
2185	Y							Bicester			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
2186	Y							Abingdon			Dear Sir	False	True	False	False	False	General Consultation Letter
2187	Y			Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2188	Y	The Secretary		Cartwright Way				Coalville			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2189	Y	The Secretary		Heyford Park				Bicester			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2190	Y			Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2191	Y			Camp Road	Upper Heyford			Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2192	Y			Caulcott				Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2193	Y			Main Street	Wendlebury			Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2196	Y							Bicester			Dear Madam	False	True	False	False	False	General Consultation Letter
2197	Y			Camp Road	Upper Heyford			Bicester			Dear Madam	False	True	False	False	False	General Consultation Letter
2198	Y							Bicester			Dear Madam	False	True	False	False	False	General Consultation Letter
2201	Y			Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	General Consultation Letter
2202	Y			Upper Heyford				Bicester			Dear Madam	False	True	False	False	False	General Consultation Letter
2203	Y			Camp Road				Bicester			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2204	Y	The Secretary						Birmingham			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2205	Y							Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2206	Y							Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2208	Y	The Secretary						Kirtlington			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2209	Y			Camp Road				Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2210	Y			Main Street	Wendlebury			Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2236	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2237	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2238	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2240	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2245	Y							London			Dear Sir	True	True	False	True	True	Subsoil Only
2247	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2248	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2249	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2251	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2252	Y	The Secretary						Hockley			Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2253	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2254	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2255	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2256	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2257	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2258	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2259	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2260	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2261	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2262	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2263	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2264	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2265	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2266	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2267	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2268	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2269	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2270	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2271	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2272	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2273	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2274	Y							Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
2275	Y							Bicester			Dear Madam	False	True	False	False	False	Heyford Park RC
2276	Y	The Secretary		Littlemore				Oxford			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2281	Y	The Secretary		Fewcott				Bicester			Dear Sir or Madam	True	False	False	True	True	Subsoil Only
2284	Y	The Secretary						Bicester			Dear Sir or Madam	True	False	False	False	False	General Consultation Letter

2289	Y		[redacted]		Upper Heyford				Bicester		[redacted]	Dear Sir or Madam	False	True	False	False	False	Heyford Park RC
2291	Y	The Secretary		ark	Theale				Reading			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2293	Y	The Secretary		e	Hillmead Enterprise Park	Langley Road			Swindon			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2294	Y	The Secretary							85590 Les Epesses	France		Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2298	Y	The Secretary		re	Kings Hedges Road				Cambridge			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2299	Y								Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2300	Y								Bicester			Dear Sir	False	True	False	False	False	General Consultation Letter
2312	Y	The Secretary			Purston Road	Purston			Brackley			Dear Sir or Madam	True	False	False	False	False	General Consultation Letter
2318	Y	The Secretary			Aylesbury Road				Thame			Dear Sir or Madam	False	True	False	False	False	Cherwell Tenants
2321	Y	The Secretary			Travellers Lane	North Mymms			Hatfield			Dear Sir or Madam	False	True	False	False	False	Cherwell Tenants
2322	Y	The Secretary							Milford Haven			Dear Sir or Madam	False	True	False	False	False	Cherwell Tenants
2323	Y				Syresham				Brackley			Dear Sir	True	False	False	True	True	Subsoil Only
2324	Y	The Secretary			20 Waterloo Street				Birmingham			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2325	Y	The Secretary			Elvicta Estates				Crickhowell			Dear Sir or Madam	False	True	False	False	False	Cherwell Tenants
2326	Y	The Secretary			Redgate Road	South Lancashire Industrial Estate	Ashton-in-Makerfield		Wigan			Dear Sir or Madam	False	True	False	False	False	Cherwell Tenants
2331	Y	The Secretary							Lowestoft			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2332	Y	The Secretary			Stoke Lyne				Bicester			Dear Sir or Madam	False	True	False	False	False	General Consultation Letter
2334	Y				Upper Heyford				Bicester			Dear Sir	False	True	False	False	False	Heyford Park RC
	Y				Ardley				Cherwell			Dear Sir or Madam	TRUE	FALSE	FALSE	FALSE	FALSE	Tailored letter