

The Planning Inspectorate
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Date: 15 September 2026
Your Ref: TR050008
Our Ref: HUTTONL\347803-000004
Direct: [REDACTED]
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Sent electronically only via the Planning Inspectorate's 'Have your say' page

Dear Sirs

**Oxfordshire Strategic Rail Freight Interchange
Applicant's Procedural Deadline A submission**

We refer to the letter dated 24 August 2026 issued by the Examining Authority (ExA) pursuant to Rules 4, 6, 9 and 13 of the Infrastructure Planning (Examination Procedure) Rules 2010 (the Rule 6 Letter) dealing with the Examination of the application for the Oxfordshire Strategic Rail Freight Interchange and Highways Order. This letter, together with the enclosures referred to, is the Applicant's response to the Rule 6 Letter.

1. Examination procedure

Preliminary Meeting and Hearings week commencing 28 September

The Applicant will attend the Preliminary Meeting, Issue Specific Hearings (ISH) 1 and 2 and Compulsory Acquisition Hearing 1 in person and will speak primarily on Items 4 and 5 and will also respond to representations made by Interested Parties when asked to do so by the ExA and respond to any questions the ExA may have. The Applicant will be represented by Alexander Booth KC and Laura-Beth Hutton and Kate Radford of Eversheds Sutherland, and by Ben Holmes and Steven Harley of Oxalis Planning.

Members of the project team will also be in attendance to contribute as appropriate.

Examination Timetable

The Applicant notes and welcomes the intention of the ExA to produce detailed agendas ahead of Issue Specific Hearings and considers that this will be important in order to facilitate preparation and co-ordination of attendance by the Applicant team. In particular, the Applicant notes that it is proposed that ISH 2 will deal with matters identified in the IAPI as well as possible other environmental matters, as well as the draft DCO.

It is noted that ExQ1 are to be issued as soon as reasonably practicable after the Preliminary Meeting. The Applicant notes that the deadline for responses to ExQ1 is Deadline 2 (26 October). With this in mind, and noting that Deadline 2 is also the deadline for responses to any LIR and Written Representations which will have been submitted at Deadline 1 (13 October), the Applicant is mindful of the extent of responses that will be required within a short timeframe and whilst it cannot envisage the extent of responses required at this stage, the Applicant would request that it may need at that stage to reserve its position on certain issues, and where necessary, to make a more substantive response at Deadline 3.

The Applicant notes that the ExA has requested an updated Guide to Application (Document 1.3, [APP-003](#)) at each Deadline. The Applicant proposes that, instead, an updated Navigation Document

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(Document 1.5, [AS-002](#)) be submitted at these Deadlines as that document lists the relevant application documentation updates. The Applicant notes that it may be appropriate at some Deadlines to update the whole Guide to Application (for example with the change application which will need to amend certain elements of the description of the application proposals, and the Applicant's final deadline submissions).

The Applicant anticipates that the ExA will wish to include in the Examination Timetable allowance for the submission of the Applicant's Change Application (see section 3 below) and the Applicant intends to provide a further update at the Preliminary Meeting with this in mind, albeit as a significant element of the change application relies upon reaching agreement with a third party which is outside of the Applicant's control, the Applicant does not envisage being in a position to confirm the timing of such application with absolute certainty. However, the Applicant is hopeful that the formal change application could be submitted at Deadline 2.

The Applicant notes that the ExA intends to reserve a week for a potential second round of hearings during the week commencing 9 November for ISH3, CAH2, OFH1 and an ASI. The Applicant would like to highlight that a number of the Applicant team including Alexander Booth KC and the Applicant's lead Landscape consultant who will be important for the ASI are unavailable on 12 and 13 November and would politely request that ISH3, CAH2 and the ASI are held early in the week, avoiding those dates. The Applicant considers this is important for continuity and to avoid potential detrimental impact to the Applicant.

Use of Artificial Intelligence in submissions

The Applicant team has used, and plans to continue using, Harvey AI, Lexis Protégé (legal AI systems) and Microsoft Co-Pilot to assist with the preparation of its submissions to the Examination. The sources of information used to prepare its submissions will include publicly available information, the consultant team's own proprietary know-how, and documents supplied by Oxfordshire Railfreight Limited or received from relevant third parties. Harvey AI is used to analyse submissions, produce first drafts of documents (in whole or in part), to cross-check information and to refine document presentation. Any AI output relied upon or forming part of the Applicant's submissions are appropriately checked and verified to ensure that it is fit for purpose, accurate, complete and not misleading. The Applicant's team uses AI in line with their respective professional responsibilities.

Statements of Common Ground

The Applicant notes the list of parties with whom a Statement of Common Ground (SoCG) is requested, and that the Rule 6 Letter suggests that the ExA would be assisted by a SoCG on *some of the principal issues with certain interested parties*. The ExA does not prescribe the scope of issues to be covered by each SoCG. To assist the ExA, the Applicant proposes the SoCG listed in the table below. Please note the drafting of SoCGs (as agreed between the parties) is based on multiple SoCG with the local authorities and other stakeholders such as the Environment Agency following a topic-based approach, albeit ultimately some of these may be merged. The local authorities have indicated they wish to enter into joint SoCGs on some topics where both Councils have duties or functions which is reflected below (any proposed changes to the structure and topics covered by SoCGs with the local authorities as the joint work with them continues will be communicated to the ExA). The Applicant will propose the inclusion of DCO drafting in relevant SoCG as appropriate.

Party	Topic
Cherwell District Council & Oxfordshire County Council	Legal - DCO Drafting including Requirements, Protective Provisions, Section 106 Obligations and land arrangements.
Cherwell District Council	Noise, Air Quality & Odour, Lighting, and 'Ground Conditions' (Contamination) - essentially topics relevant to the Environmental Protection team at CDC.
Cherwell District Council	Built Heritage

Party	Topic
Cherwell District Council & Oxfordshire County Council	Planning, including socio-economic issues
Cherwell District Council & Oxfordshire County Council	Landscape and Visual Impact
Cherwell District Council & Oxfordshire County Council	Drainage and Flood-Risk
Cherwell District Council & Oxfordshire County Council	Climate Change
Cherwell District Council & Oxfordshire County Council	Ecology (and Trees)
Oxfordshire County Council	Transport/Highways
Oxfordshire County Council	Rail
Oxfordshire County Council	Minerals and Waste (possibly one combined SoCG on these two related topics)
Oxfordshire County Council	Archaeology
Gloucestershire County Council	Transport/Highways
The Environment Agency	Waste
The Environment Agency	Drainage and Flood-Risk
The Environment Agency	Ground
Historic England	Heritage
Natural England	Ecology
National Highways	- Traffic & Transport related to the Strategic Road Network - Draft DCO including protective provisions, relevant Requirements and management plans and land arrangements
Anglian Water	- Interaction with Anglian Water assets - Draft DCO including protective provisions, relevant Requirements and management plans and land arrangements
Thames Water	- Interaction with Thames Water assets - Draft DCO including protective provisions, relevant Requirements and management plans and land arrangements
Upper Ouse Water Management	Flood risk and drainage impact including interaction with Upper Ouse Water Management Board catchment/maintenance responsibilities.

Party	Topic
Dorchester Living	Land-uses and potential synergies, landscape and visual / design, highways infrastructure, sustainable transport, rail, land arrangements and potentially ecology.
Valencia Waste Management	Land arrangements.
Viridor	Potential synergies and land arrangements.

Given the clear positions of the parties, and whilst the Applicant will attempt to do so, the Applicant considers that it is unlikely to be possible that a conventional "Statement of Common Ground" will be agreed with Biffa Waste Services and Smith & Sons. The Applicant would suggest that "Position Statements" could instead be prepared to assist the ExA and proposes to suggest the same to those parties, if the ExA agrees with that approach.

As noted in the Applicant's Responses to Relevant Representations (Document 9.1, enclosed with this submission), the Applicant has engaged with Chiltern Railways regarding the interaction between the proposed development and the Chiltern Railway. Chiltern Railways has confirmed that it has no objections to the proposed development at this stage but expects to be involved in the Network Change process during detailed design post-consent, in accordance with standard practice.

The Applicant notes that the Chiltern Railways franchise will transfer to DfT OLR Holdings Limited (the Government's state-owned holding company) on 20 September 2026. Chiltern Railways has advised that it will not be possible to enter into a Statement of Common Ground prior to that transfer.

2. Locations for site inspections

The Applicant notes the locations the ExA has visited on its Unaccompanied Site Inspections ([EV1-001](#)) and the requests to attend additional locations at the ASI. The Applicant is liaising with relevant landowners to seek to arrange access to those locations and will update the ExA at Deadline 1 together with its proposed itinerary as requested, however the Applicant would like to advise the ExA that Network Rail and Valencia Waste Management Limited have confirmed that access to the site of the former Ardley Station and the Ardley former landfill site will need to be limited to the ExA and authorised personnel only.

The Applicant's suggested locations for the ASI are included at **Appendix 1**.

3. Changes to the Application

As the ExA is aware, the Applicant intends to make a request to submit some changes to the Application. The main changes are summarised in the table below which focus on the key changes affecting the Order limits and the main documents that will need to be amended. Given the extent of the documentation amendments required as a result of the proposed changes, most of which have been a result of late third party requests which the Applicant has been able to accommodate, the Applicant has a firm preference to make all of these changes in one submission, rather than progressing with change numbers 2 and 3 now and waiting for the conclusion of the land arrangements with the owners which is required before change number 1 can be made.

The Applicant encloses at **Appendix 2** a plan identifying the proposed changes to the Order limits which are described in the table below.

There are other minor application changes such as typographical errors which the Applicant will take the opportunity to correct. In addition, the Applicant has through ongoing discussions with third parties and in its responses to Relevant Representations agreed and suggested further changes beyond those needed to reflect the changes described below. The Applicant proposes to submit those amended documents at the same time as those being submitted with the change application request.

A schedule of currently anticipated and proposed changes is included at **Appendix 3**.

Change No.	Summary of Proposed Change	Change Update including Consultation Undertaken	Key Affected Application Documents
1.	Ecological Mitigation (Work Nos. 29 and 37, Land Parcels 2/4, 2/4a, 2/5 and 2/10) Change to the Order limits and land to be used for the proposed farmland bird ecological mitigation at the north west of the site: Removal of plots 2/4a, 2/5 and 2/10, reduction of plot 2/4 and addition of new land adjacent to 2/4. Compulsory acquisition of third party interests (including over the new land) but not the freehold.	This change is a result of a landowner request which the Applicant has been willing to accommodate on the basis that it strikes an appropriate balance of securing ecological mitigation which does not have a worse environmental effect whilst also allowing voluntary land arrangements and therefore reducing the extent of compulsory acquisition required. Engagement with the affected landowner has been ongoing since April and Heads of Terms for the voluntary arrangement have now been agreed. The Applicant has consulted with Natural England, OCC, CDC and the Berks, Bucks and Oxon Wildlife Trust. Natural England has confirmed it is content with the proposed change. The Wildlife Trust has confirmed it has no comments on the change. The Applicant has not received formal comment from OCC or CDC at this stage, but both have been consulted on the change.	New Environmental Statement Addendum* Replacement ES Chapter 6 (Ecology) & relevant Appendices All Certified Plans showing the Order limits (including Land Plans and Works Plans) dDCO and Explanatory Memorandum Book of Reference and Statement of Reasons
2.	A4095/B4030 Roundabout (Work No. 39, Land Parcels 9/12 and 9/21) Change to the Order limits to remove parcels 9/12 and 9/21 following OCC's request to alter the approach to mitigation at the junction from the previously agreed position which was a s106 contribution (the sum was still being discussed at the time of Application submission and therefore the land was retained in the Order limits in the event that the Applicant needed to deliver works instead).	The change results from the request of OCC to revise the approach to the mitigation and the Applicant is in ongoing discussion with OCC as to the drafting amendments required. The landowner of parcels 9/12 and 9/21 was notified on 31 July that their land is to be removed from the Order limits. No response has been received, but the Applicant would highlight that it has never received any engagement from the landowner, through pre-application consultation or post-submission notifications.	New Environmental Statement Addendum* All Certified Plans showing the Order limits (including Land Plans and Works Plans) dDCO and Explanatory Memorandum Book of Reference and Statement of Reasons

Change No.	Summary of Proposed Change	Change Update including Consultation Undertaken	Key Affected Application Documents
	OCC's request resulted from the Heyford Park expansion not progressing as a New Town in the manner or timescales previously envisaged, as OCC had considered that the New Town would require further mitigation at the junction to accommodate that scheme. The approach to the delivery of the highway mitigation works at the A4095/B4030 roundabout (Work No. 39) is now to be physical delivery by the Applicant unless OCC confirms that a s106 financial contribution should be paid instead or if the A4095 Bicester NW strategic link road (committed scheme now likely to be delivered by OCC) progresses so that the timeline for the two schemes is likely to coincide. The land in the Order limits included third party land (parcels 9/12 and 9/21) to allow the OxSRFI works to connect into A4095 Bicester NW strategic link road works being delivered by others. The Order limits will be amended to remove this third-party land. This is because OxSRFI mitigation would now either tie into the existing Howes Lane or OCC would have served notice for the contribution instead to deliver those other highway works. As a result, no land outside existing highway is required to deliver the OxSRFI mitigation and no compulsory acquisition would be needed for that junction. Reduction in compulsory acquisition and no new land or interests.	CDC is aware of the OCC requested change. No other consultees are considered to be impacted to the extent that they need to be formally consulted in advance of submission of the change request.	
3.	Foul sewer outfall to Bicester (Work No. 35, Land Parcel 9/34)	Following further engagement with Thames Water, the Applicant has been able to agree with Thames Water that the location of the chamber is not within land	New Environmental Statement Addendum*

Change No.	Summary of Proposed Change	Change Update including Consultation Undertaken	Key Affected Application Documents
	Change to the Order limits to remove parcel 9/34 following confirmation that the Thames Water chamber into which the foul sewer outfall will connect is within the adopted highway and not third party land as Thames Water records suggested it was. Reduction in compulsory acquisition and no new land or interests.	parcel 9/34, and further, that if necessary, a new chamber could be provided within the existing adopted highway. Thames Water agreed the above position by email on Friday 4 September. The Applicant notified the affected landowner on Monday 7 September that the Applicant proposes to remove the parcel from the Order limits. The landowner has acknowledged receipt but a detailed response is awaited.	All Certified Plans showing the Order limits (including Land Plans and Works Plans) dDCO and Explanatory Memorandum Book of Reference and Statement of Reasons

* The Applicant proposes to submit an Addendum to the Environmental Statement dealing with the environmental effects of changes 1 – 3 described above for each topic within the Environmental Statement save for Ecology where a replacement chapter is proposed. The Addendum will explain that all figures in the ES should be deemed to be replaced with the revised Order limits. It is not intended to submit replacement figures for the entire ES. Management Plans which are certified documents and which include Order limit plans will be updated.

4. Requested submissions

The Applicant encloses the following documents:

1. Updated Land and Rights Negotiation Tracker (Document 4.4) in pdf (tracked and clean) and editable Microsoft Excel format;
2. The Applicant's Comments on Relevant Representations (Document 9.1) and appendices;
3. Updated and agreed Archaeological Mitigation Strategy (Document 6.10H v6) as mentioned in the Applicant's Comments on Relevant Representations (response to Oxfordshire County Council's RR-109); and
4. Updated Document 1.5 Navigation Document detailing the relevant updated documentation.

If you require any further information, please do not hesitate to contact Laura-Beth Hutton using the contact details at the top of this letter.

Yours faithfully

Eversheds Sutherland (International) LLP

Enclosures

Appendix 1

Applicant's Suggested ASI Locations

Notes for suggested ExA Site Visit itinerary

fpcr Environment and Design Ltd

SEPTEMBER 2026

The following should be read in conjunction with the accompany marked up plans (2 No.).

Photo Viewpoints (VPs) and Photomontages (PMs) refer to those at Doc 6.7I (ES Figure 7.10) and Doc 6.7J (ES Figure 7.11) and located on Doc 6.7H (ES Figure 7.8a and 7.8b).

Meeting point: **Ardley with Fewcott Village Hall, Ardley Rd, Ardley, Bicester OX27 7PA.**

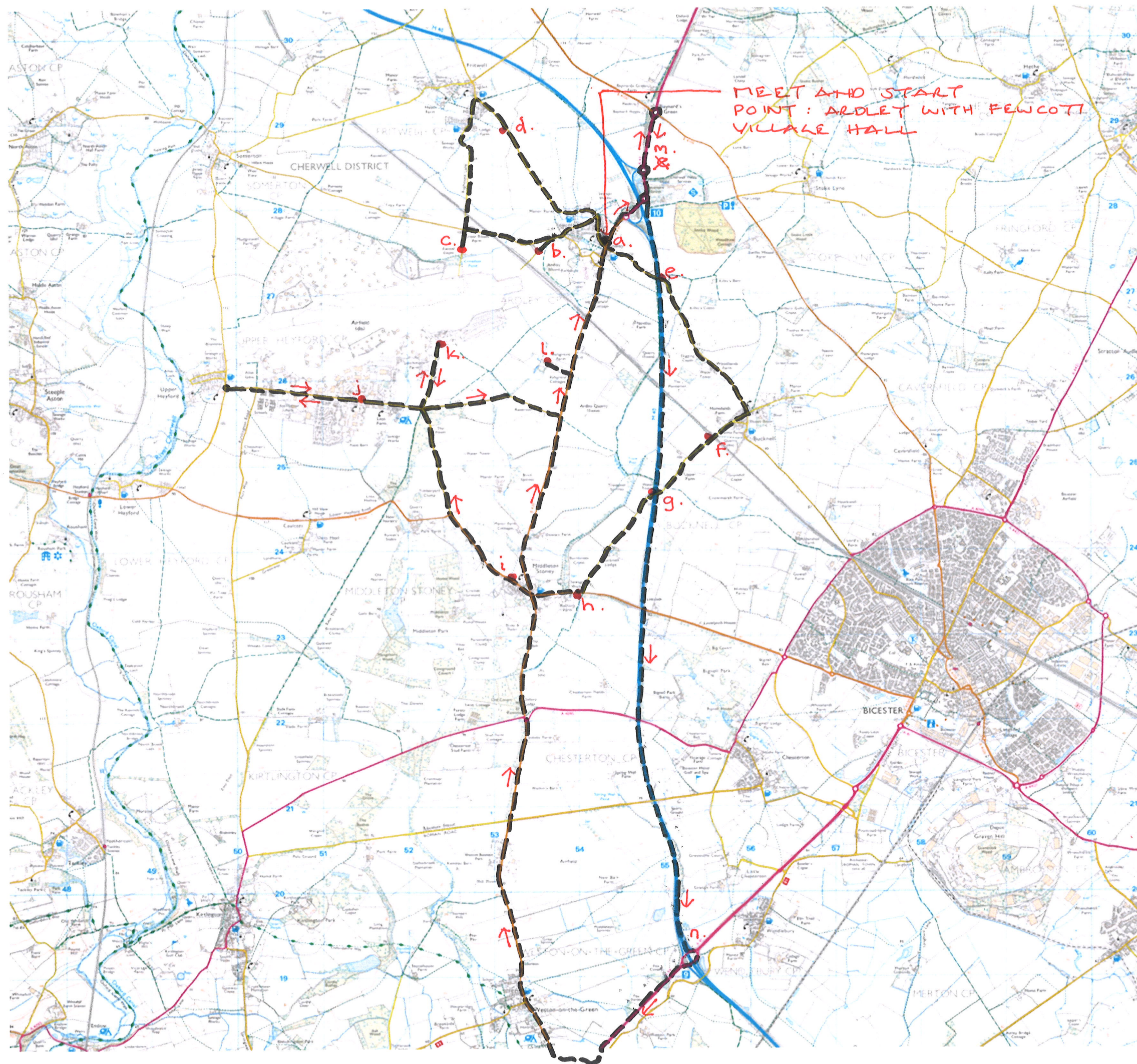
Route and Notes below (Walking sections of the route as per attached plan 2 of 2 are indicated below in Red):

Ref	Directions for visit	Features to be observed	Reason for suggested location
Walking Route (WR) A	North from Village Hall, past football ground to Public Rights of Way (PROW) on north eastern edge of Ardley.	Views towards Junction 10. Ref: VPs 39 and 40.	To understand likely nature of views towards Junction 10 from the northern edge of Ardley and the nature of existing woodland/ trees around this village edge and the road corridors.
	Return and walk south along Station Rd to the Church on Station Rd and then east of Station Rd on PROW. Return to Village Hall and vehicle.	Views from the Church at Ardley and views from Ardley towards the proposed Ardley Bypass VPs 6, 7 and 41 and PM7	To understand the likely nature of views towards the Main Site/ Scheme and the Ardley Bypass from the church and south eastern parts of Ardley.
Vehicular Route (VR) b	To Quarry Cottages.		Quarry Cottages are a receptor; Views towards Main Site

WR B	From Quarry Cottages along track over rail line and return; then along PROW through Ardley Wood and along rail cutting and return to vehicle	Views of existing rail cutting and area for the proposed Rail Terminal/ Sidings and northerly rail connection to existing line. VPs 1 – 4 and PMs 2 & 3	To understand the likely nature of views towards the Main Site/ Scheme from Quarry Cottages, PROW, rail cutting and open areas within and around Ardley Wood and southern side of Ardley. Also to appreciate the general position/ extent of the Rail Terminal/ Sidings and related works and nature of the levels/ cutting for the rail related works.
VR c	Along Somerton Rd and stop on minor lane	View north western part of Site and gun club location. VP 8	To view north west part of the Main Site and the location of the gun club. Also, to understand the general nature and extent of the proposed landscape related works in the north west.
VR d	North to Fritwell and south along Fritwell Rd towards Ardley. Stop south east of settlement.	Views towards Main Site and Junction 10. VP 10	To understand relative position of Fritwell and nature of longer views from beyond the settlement edge to the south east (on Fritwell Road).
VR e	Pass through Ardley; cross Station Rd on to Ardley Rd.	View towards Main Site and Ardley Bypass route from M40 Motorway overbridge. VP 15	To understand the likely nature of views towards the Main Site/ Scheme and the Ardley Bypass from the motorway overbridge and the area/ landscape east of the M40.
VR f	South along Ardley Road to Bucknell and south west on Middleton Rd to railway bridge crossing	View towards Main Site and landfill site VPs 17 – 19 and PM 17	To understand the likely nature of views towards the Main Site/ Scheme and the Ardley Bypass from the area/ landscape east of the M40. Stop suggested at VP 19.
VR g	Continue south west along Middleton Rd	View towards Main Site from Motorway overbridge	To understand the likely nature of views towards the Main Site/ Scheme from the motorway overbridge. View also includes Viridor ERF, landfill site and water tower.

		VP and PM 20	
VR h	Junction with B4030 and eastern edge of Middleton Stoney	View towards proposed junction and southern part of proposed MSRR. VP 30	To understand the likely nature of views towards the southern part of the MSRR and its relationship to the eastern edge of the settlement and existing woodland.
VR i	Pass through Middleton Stoney along B4030; cross junction with B430 and stop on north western edge of the settlement.	View north towards Main Site from settlement edge and PROW. VP and PM 29	To understand the likely nature of views from the north western edge of Middleton Stoney north towards the Main Site/ Scheme and the role/ effectiveness of the proposed off site planting in relation to the views from the settlement edge.
VR j	Along B4030 towards Heyford Park/ Upper Heyford. Stop at Heyford Park Centre	Ongoing Heyford Park development and centre VPs 27 and 28 and PM 27	To view the ongoing Heyford Park development area and its general relationship to the Main Site and wider landscape.
VR k	West along Camp Rd through Heyford Park to Upper Heyford (option to turnround/ view east from Village Hall). Return east along Camp Road and stop on Chilgrove Drive (western edge of main Site).	VPs 21 and 22	To view the ongoing Heyford Park development area and its general relationship to the Main Site and wider landscape. Chilgrove Drive on western boundary of the Main Site.
WR D	Walking route (subject to agreement/ access) across eastern part of the airfield to the centre of the runway and return.	Views from closest eastern part of the airfield (and future potential New Town development area) towards the Main Site /Scheme VPs and PMs 34 and 35	To understand the likely nature of views towards and relationship between the eastern part of the airfield (and potential future New Town development area) and the Main Site/ Scheme. Also to appreciate the general character, appearance and features of the airfield.

VR l	East along un-named road through Main Site to B430 and then Ashgrove Farm	VPs 23 and 24 along the un-named road.	To understand the general character, appearance and features of the Main Site; including the location and extent of existing woodland and the general visibility of other features within the locality.
WR C	View existing farm/ buildings and Listed Building to be retained. Walking loop from Farm around central part of the Main Site (part PROW/ part private land)	Existing farm/ buildings and landscape/ features of the Main Site	To gain an understanding of the nature of the existing farm and the existing buildings (including the listed building) to be conserved and re used as part of the Proposed Development. To also understand the general character, appearance and features present within the Main Site; including the existing watercourse and woodland/ trees and hedgerows within the Main Site.
VR m	North along B430, through Ardley to Junction 10 (M40) and loop around Baynard's Green roundabout (A43) to return to Junction 10 and then south on M40. No suggested stop.	Junction 10/ A43 and adjoining roads and M40 Motorway	To understand the likely nature and extent of the highway works associated with Junction 10 and Junction 9. Also to understand the likely nature of views towards the Main Site/ Scheme for motorway users, plus likely views towards the proposed Ardley Bypass and highway works.
VR n	Leave M40 at Junction 9; head south west on A34 and leave at first turning on to B430 at Weston on the Green. Head north along B430 to Middleton Stoney and continue on to finish at Ardley with Fewcott Village Hall.	Junction 9 B430 principally from Middleton Stoney northwards VPs 25 and 33 and PM 33	To understand the general nature and character of the views towards the proposed development for road users travelling north along the B430 to Ardley.
End			



OXSRFI

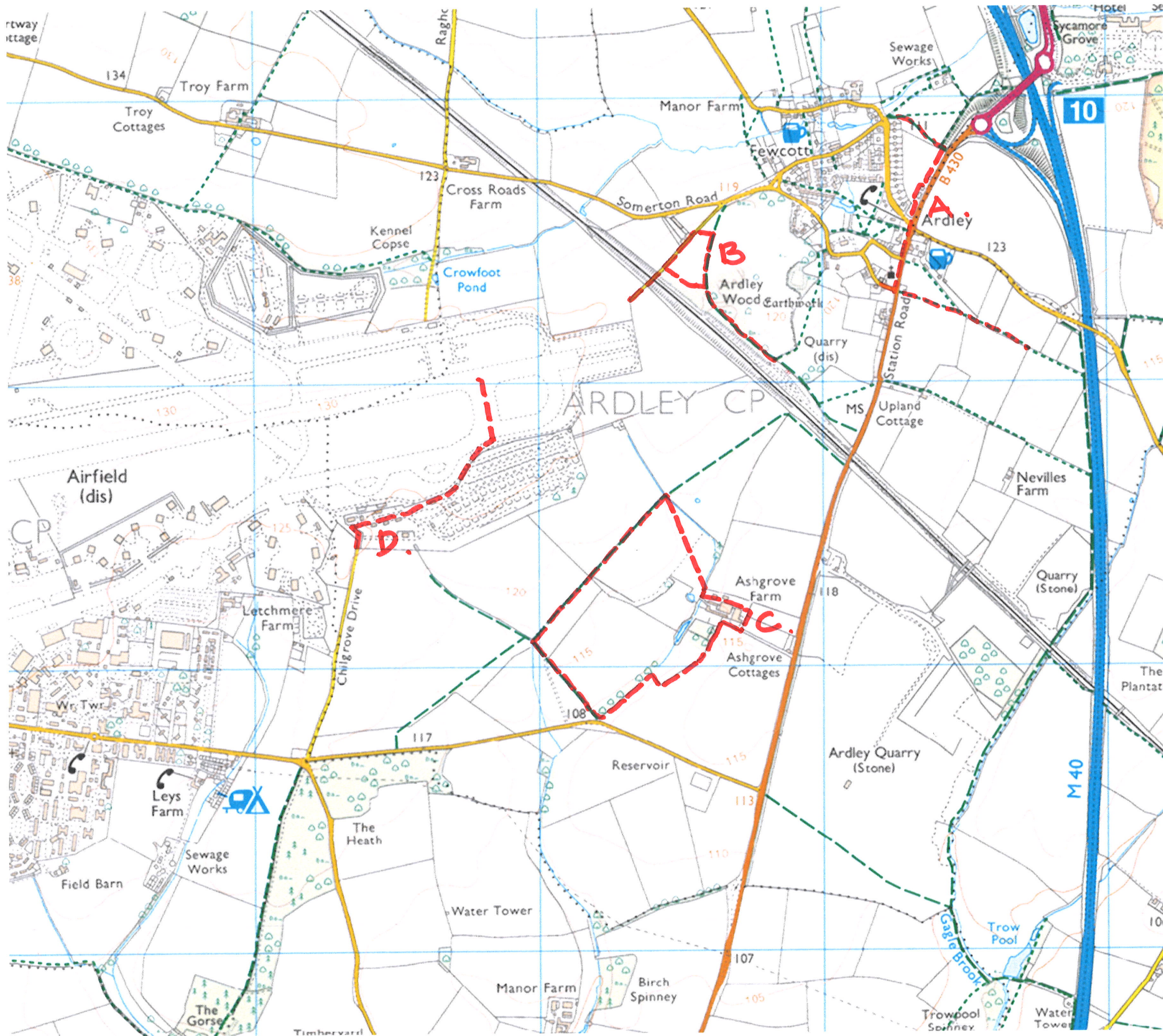
SUGGESTED SITE
VISIT ITINERARY

11 SEPT 2026

SEE ACCOMPANYING
PLAN AND NOTES.

--- VEHICULAR ROUTE.

PLAN 1 OF 2



OKSRFI

SUGGESTED SITE
VISIT ITINERARY

11 SEPT 2026

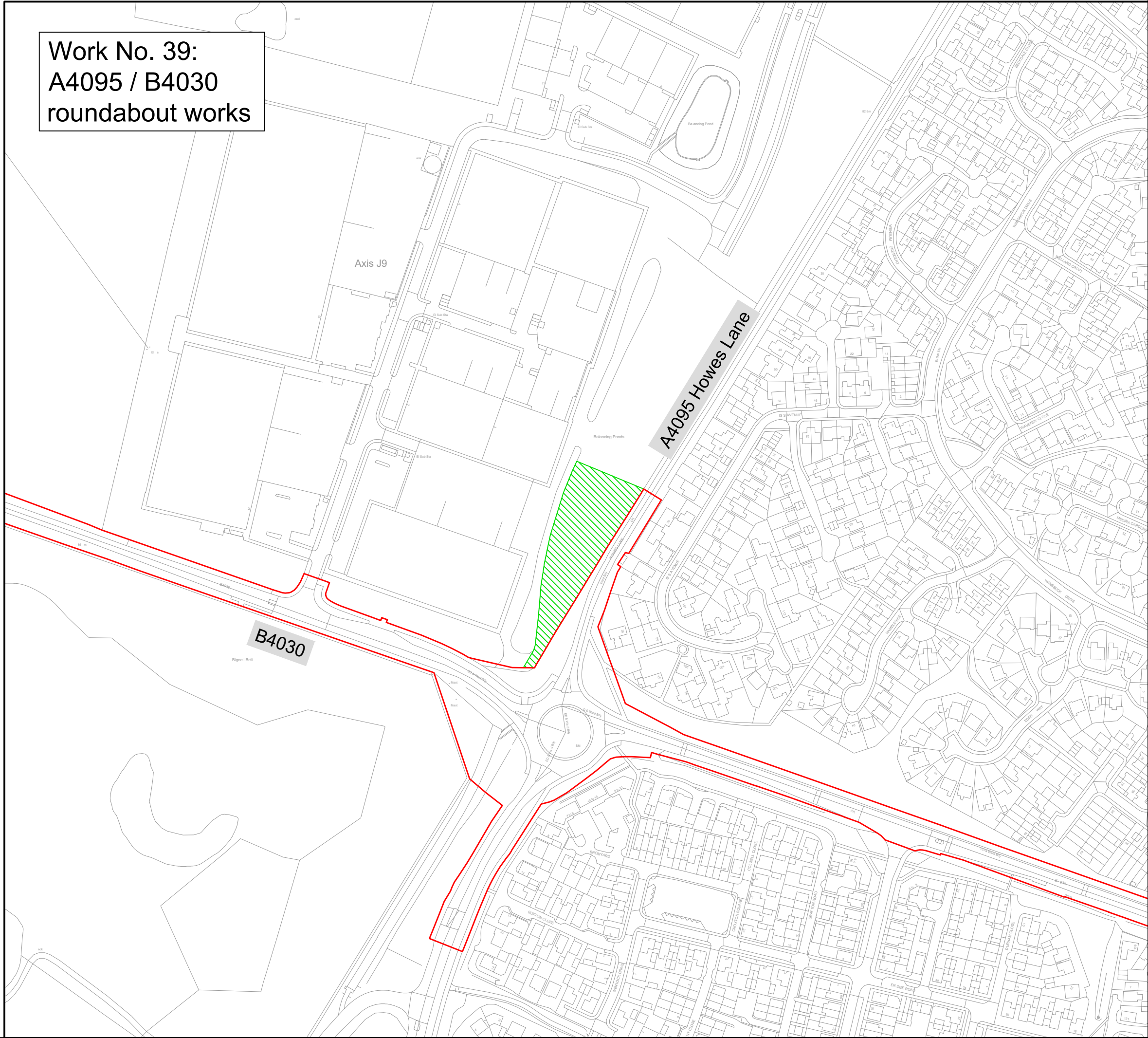
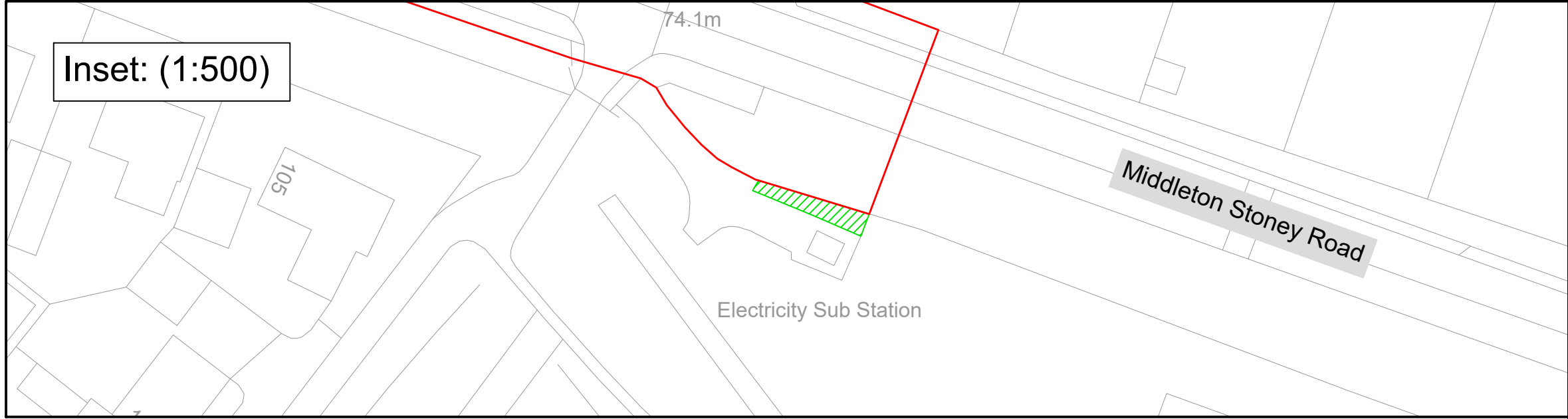
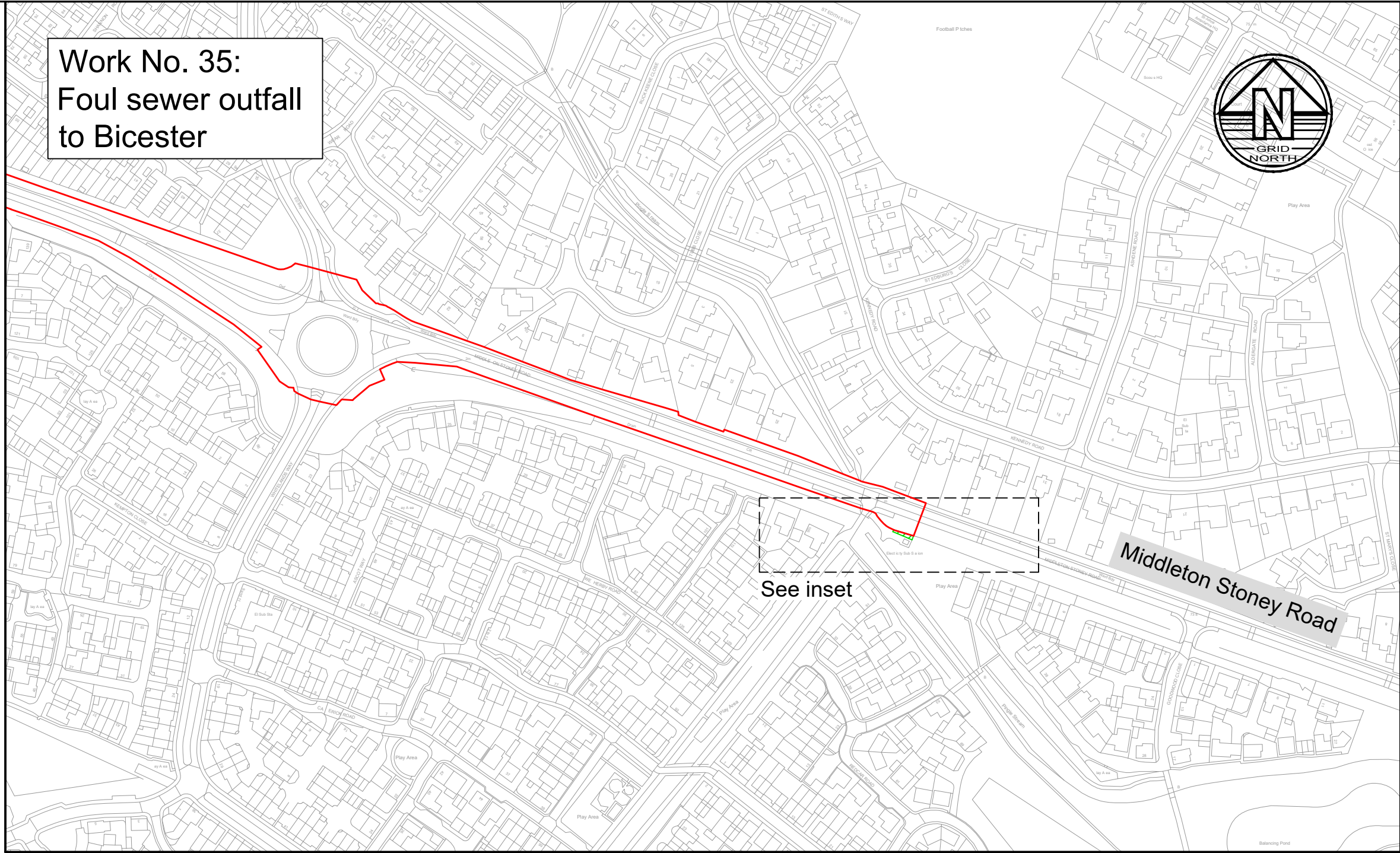
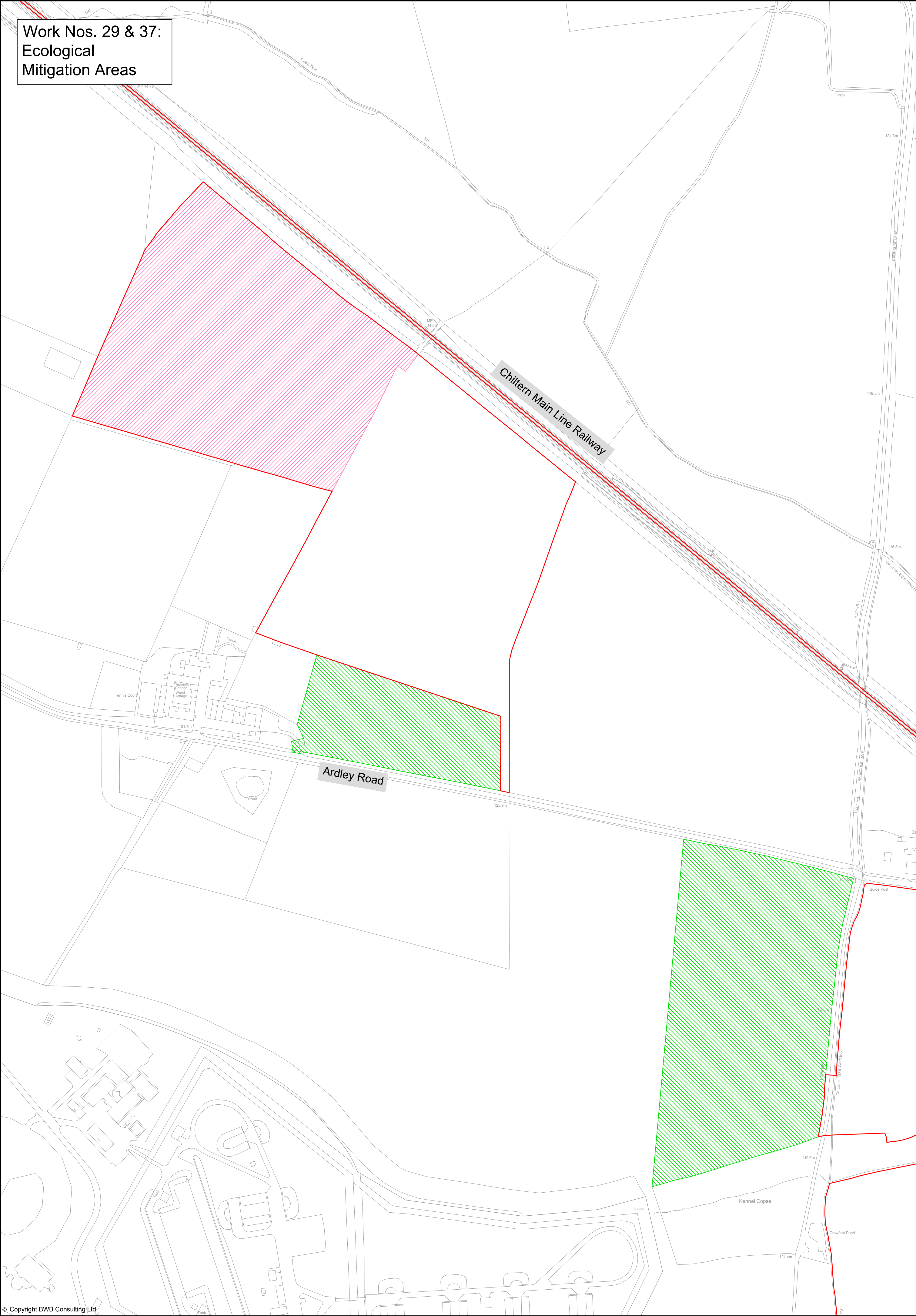
SEE ACCOMPANYING
PLAN AND NOTES

--- ON FOOT ROUTE

PLAN 2 OF 2.

Appendix 2

Plan: Proposed Revisions to the Order Limits



Legend

- Draft Revised Order Limits
- Land Added to Order Limits
- Land Removed from Order Limits

P04	08.09.26	Inset for Plot 9/34 added	SRH	RJ
P03	07.09.26	Removal of Plot 9/34 shown	SRH	RJ
P02	02.07.26	Removal of Plot 2/10 shown	SRH	SRH
P01	01.07.26	Draft for comment	SRH	SRH
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client

**OXFORDSHIRE
RAILFREIGHT LTD.**

Project Title

OxSRFI
OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title

**DCO CHANGE:
REVISED ORDER LIMITS**

Drawn:	S. Hilditch	Reviewed:	S. Hilditch
BWB Ref:	NTH2479	Date:	01.07.26
Scale@A1:	1:2,500		

Drawing Status

PRELIMINARY

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
OxSRFI-BWB-GEN-ZZ-SK-C-SK147	S1	P04

Appendix 3

Change Application Schedule

Document/drawing	PINS Examination Library Reference	Applicant Document Number	Reason/s for change
Land Plans: - Key Plan - Sheet 02 - Sheet 09 - Sheet 10	AS-003	2.1 2.1B 2.1I 2.1J	Order limits changes – amendments to Work Nos. 29, 35, 37 and 39
Works Plans: - Key Plan - Sheet 02 - Sheet 09 - Sheet 10	AS-004	2.2 2.2B 2.2I 2.2J	Order limits changes – amendments to Work Nos. 29, 35, 37 and 39
Access and Rights of Way Plans Key Plan	AS-005	2.3	Order limits changes
Access and Rights of Way Plans Sheet 02	APP-031	2.3B	Removal of new accesses AG and AK resulting from the change to the ecological mitigation areas (Work Nos. 29 and 37).
Access and Rights of Way Plans Sheet 04	APP-033	2.3D	Provide permissive cycle track (for pedestrians and cyclists) from perimeter bridleway to the main site estate road.
Location Plans Order Limits	AS-006	2.4	Order limits changes
Location Plans Order Limits (low res)	AS-007	2.4	Order limits changes
Parameters Plan	AS-008	2.5	Order limits changes – field to the NW of the Main Site
Illustrative Masterplan	AS-009	2.6	Order limits changes – fields to the NW of the Main Site
Highways Plans GA Key Plan	AS-010	2.7	Order limits changes Changes to layout as set out below
Highways Plans GA Sheet 2	APP-044	2.7B	Order limits changes – see inset 2.2 Ardley Road (to Bucknell) traffic calming feature added Inclusion of Work No. 28 on list of works shown on this plan Correction to speed limit typographical error.

Document/drawing	PINS Examination Library Reference	Applicant Document Number	Reason/s for change
Highways Plans GA Sheet 3	APP-045	2.7C	Inclusion of Work No. 25A on list of works shown on this plan
Highways Plans GA Sheet 4	APP-046	2.7D	Correction to typographical error at M40 J9 (A43 label corrected to A34).
Highways Plans GA Sheet 5	APP-047	2.7E	Order limits changes Layout of third party schemes updated in the area of the A4095/B4030 roundabout.
Highway Plans Long sections Sheet 09	APP-064	2.7V	A4095/B4030 roundabout works: long sections added.
Speed Limit Plans Sheet Key Plan	AS-018	2.10	Sheet 7 added
Speed Limit Plans Sheet 02	APP-080	2.10B	Ardley to Somerton (including Quarry Cottages) speed limit added Ardley Road (to Bucknell) amended
Speed Limit Plans Sheet 06	APP-084	2.10F	Bucknell to Bicester speed limit reduced to 30mph (subject to safety audit).
Speed Limit Plans Sheet 07	<i>New Plan</i>	<i>2.10G</i>	Ardley to Somerton (including Quarry Cottages) speed limit added.
Bridge Overview Plan	APP-089	2.12	Order limits changes Bridge 06 Network Rail new reference added.
Components of Development Plan	APP-099	2.13	Order limits changes
Tree and Hedgerow Retention and Removal Plans 01 Key Plan	APP-124	2.15	Order limits changes and tree updates
Tree and Hedgerow Retention and Removal Plans 03	APP-126	2.15B	Order limits changes
Tree and Hedgerow Retention and Removal Plans 05	APP-128	2.15D	Veteran tree updates as explained in the response to RR-109 from CPRE Oxfordshire.
Tree and Hedgerow Retention and Removal Plans 07	APP-130	2.15F	Veteran tree updates as explained in the response to RR-109 from CPRE Oxfordshire.

Document/drawing	PINS Examination Library Reference	Applicant Document Number	Reason/s for change
Tree and Hedgerow Retention and Removal Plans 10	APP-133	2.15I	Order limits changes
Draft development consent order	APP-139	3.1	Updates to the draft DCO to reflect changes to the drafting consequential upon changes to the order limits, including updates to Articles, Requirements in Schedule 2 and certified documents in Schedule 16.
Explanatory memorandum	APP-140	3.2	Updates to the Explanatory Memorandum to reflect the changes made to the draft DCO.
Statement of Reasons	APP-143	4.1	Order limits changes
Book of Reference	APP-145	4.3	Order limits changes Plot description discrepancies Address/Party changes as per s59 certificate Utilities data review and updates
LRN Tracker	APP-146	4.4	Order limits changes Updates on negotiations
Planning Statement	APP-161	5.4	Updates to description of development / SSSI references / GI areas/ other minor corrections.
Design Approach Document - Main Site	APP-166	5.5A	Changes to reflect Order limits and mitigation changes.
Design Approach Document – Highways	APP-168	5.5C	A4095/B4030 roundabout works changes and speed limit changes as described above.
PINS Commitments Tracker	APP-315	7.3	Updates to s106 obligations
Environmental Statement Chapters and Appendices			
ES Addendum to reflect the revised mitigation and Order limit changes.	<i>New document</i>	6.18	As explained in the covering letter dated 15 September 2026, the Applicant proposes to submit an ES Addendum addressing the environmental effects of the proposed changes to the Order limits to reflect the revised mitigation.

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			Specific replacement Chapters and Appendices also require more substantive changes, as listed below. Some of these relate to the Order limits but others reflect wider matters, which is explained below where relevant.
Replacement full ES Chapter 10 Built Heritage and Archaeology	APP-178	6.10	To include the Turf Maze at Troy Farm Scheduled Ancient Monument as mentioned in the Applicant's Response to Historic England RR.
Replacement full ES Chapter 6 Ecology including Arboriculture	APP-174	6.6	Revised chapter to reflect ecological mitigation changes, Order limits changes, and to correctly capture commitments.
Replacement full ES Chapter 11 Ground Conditions	APP-179	6.9	To include PFAS and clarify groundwater receptors.
ES Appendix 2.3 Construction Environmental Management Plan	APP-189	6.2C	Order limits changes to appendices and various other updates following the Applicant's responses to RRs.
ES Appendix 3.1: Transport Assessment - part 2 of 11	AS-056	6.3A.02	Amendment to TA Appendix 5 to replace the Public Transport Strategy (PTS) v5 with PTS v7 that has been updated to incorporate minor text corrections requested by OCC, and then additional changes requested by OCC following recent changes to baseline bus services. Amendment to TA Appendix 4 to replace the WCHAR Review Report revision P01 with revision P02, which has been updated to incorporate additional assessment of opportunity S5, and include new opportunities: G33 at the A4095/B4030 roundabout (as these works are now more likely to be delivered by the Applicant than via S106 funding), opportunity S6: to capture the changes to Main Site pedestrian and cycle routes, and opportunities S7 and S8: to capture changes to speed limits on the Somerton to Ardley Road.
ES Appendix 3.1: Transport	AS-064	6.3A.10	Amendment to TA Appendix 38 to replace the Construction Traffic Management Plan (CTMP) v4 with

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Assessment - part 10 of 11			CTMP v5 that has updated to include specific reference to a 20mph temporary speed limit within Ardley during the construction period and inclusion of an additional figure to specifically show the HGV construction traffic routing requirements around Bicester as agreed with OCC.
TA Report Addendum	<i>New document</i>		TA Addendum prepared to capture additional documents and drawings that have been prepared since the submission.
ES Appendix 6.1 Ecological Appraisal Report	AS-068	6.6A	Ecological mitigation and Order limits changes, tree survey updates.
ES Appendix 6.5 Bird Survey Report	APP-238	6.6E	Ecological mitigation and Order limits changes.
ES Appendix 6.8 Arboricultural Assessment	APP-241	6.6H	Capture tree classification changes.
ES Appendix 6.9 Biodiversity Net Gain Assessment (Part 1)	AS-072	6.6I	Ecological mitigation and Order limits changes, updates to tree plans and updates to BNG/HMMP assessments.
ES Appendix 6.9 Statutory Metric Calculation Tool (Part 2)	AS-073	6.6I	Ecological mitigation and Order limits changes, updates to tree plans and updates to BNG/HMMP assessments.
ES Appendix 6.10 Shadow Habitats Regulation Assessment	AS-074	6.6J	Ecological mitigation and Order limits changes, updates to tree plans and updates to BNG/HMMP assessments.
ES Appendix 6.11 Habitat Management and Monitoring Plan – HMMP	AS-075	6.6K	Ecological mitigation and Order limits changes, updates to tree plans and classifications, updates to BNG/HMMP assessments, and to correctly capture commitments.
ES Appendix 9.2 Flood Risk Assessment	AS-076	6.9B	Order limits changes Additional information added to the FRA and appendices (hydraulic modelling) to address EA comments.
ES Appendix 9.3 Sustainable Drainage	AS-077	6.9C	Order limits changes

Document/drawing	PINS Examination Library Reference	Applicant Document Number	Reason/s for change
Statement - Main Site			Updates to the foul section of the report and associated drawing to remove the erroneous inclusion of the historic potential for the foul drainage outfall to Ardley. Minor updates to the foul outfall arrangement within Middleton Stoney Road in Bicester, following discussions with Thames Water. Report to be updated to acknowledge that OCC have recently updated their own guidance.
ES Appendix 9.4 Sustainable Drainage Statement - Offsite and Highways	AS-078	6.9D	Order limits changes Report to be updated to acknowledge that OCC have recently updated their own guidance. Report to be updated to reference climate change allowances to be applied to lower return period events (below the critical design event) at the request of OCC. For areas of existing highway, the calculation of the existing runoff rates will be provided for lower return periods to demonstrate compliance with OCC's request for 40% betterment to flows. Drainage design around J10 to be updated to account for a short section of Motorway to drain via the proposed attenuation.
ES Appendix 9.5 Water Framework Directive Assessment	AS-079	6.9E	Order limits changes – in addition to minor updates to address the Applicant's responses to RR comments regarding groundwater bodies.
ES Appendix 11.10 Jurassic Rock Exposure Technical Note	AS-081	6.11J	Order limits changes
ES Appendix 14.1 Soils and Agricultural Report	APP-300	6.14A	Order limits changes and update to site numbers/areas to reflect revised Order limits.