Submission ID: SC9D98BF3

Nick Wilkins
Interested Party Reference number: [redacted]
Comments/Observations from ISH1
Cumulative Effective of surrounding Developments.
At the public hearing (ISH1) the effect of cumulative developments in the local area was not discussed in any detail. Other than the applicant stated they had agreed what should be considered with the relevant councils (Oxford, Cherwell).
To accommodate the additional expected additional 5000 HGV movements per day, and approximately 1000 Light Vehicle two-way trips per hour, the OxSFRI project is proposing significant major changes to the road infrastructure (Major modifications to M40 J10, modification to Baynards Green roundabout, a new Ardley Bypass, new relief road for Middleton Stoney, etc..)
The proposed XXL warehouse developments at Baynards Green (currently going through the appeals process) is of comparable size to the OxSFRI project. Therefore, it would not be unreasonable to assume a similar increased level of additional HGV and Light Vehicles. Pluss an additional 1000 HGV movements per day (as Baynards Green does not have a Rail element)
The current plans for the road infrastructure changes will not be enough to accommodate the both the OxSFRI and the Baynards Green developments – should they both go ahead.
When looking at the Cumulative Effects Assessment Matrices (Document 6,16A) I do not believe the assessment/impact are a true reflection of the current situation.
Have there been any discussions between Tritax/Albion and OxSRFI - GB Railfreight (GBRf)/ Oxfordshire Railfreight Limited about Tritax/Albion using the OxSRFI rail interchange? If this is a possibility it would significantly increase local traffic around Baynards Green/M40 J10 and the Ardley by-pass.
Assessment of other SRFI projects.
At the hearing the hearing several references were made about other SRFI projects that have been implemented. I think it important that the plans/objectives of these SRFI projects and how well they have been met are assessed (independently) by the OxSFRI Examining Authority and to compare where possible ‘like for like’ with OxSFRI. We should not rely on the applicants KC saying they are successful - he did state that he was involved in some of them!
Ardley Railway Station
The applicant was very clear to point out that the tentatively proposed Ardley passengerl station was not part of their plans (this is understandable) and that what was in the OxSFRI plans “would not provide any bar to the operation or the effectively the reintroduction of an orderly passenger station”. I have no doubt that this is correct. However, not barring anything is very different to the plans ‘facilitating and enabling’ a new passenger station. For example, it would make sense for there to be an access road to the passenger station from Heyford Park (potentially 13000 houses), an appropriate sized passenger car park on the OxSFRI side of the railway (could also accommodate a staff car park for OxSFRI).