OXFORDSHIRE STRATEGIC RAILFREIGHT INTERCHANGE

HOST AUTHORITIES (HA)

WRITTEN SUMMARIES OF ORAL REPRESENTATIONS AT HEARINGS W/C 28TH SEPTEMBER 2026

DEADLINE 1 | 13 OCTOBER 2026

- Oxfordshire County Council
- Cherwell District Council

HOST AUTHORITIES

WRITTEN SUMMARIES OF ORAL SUBMISSIONS MADE AT HEARINGS W/C 28TH SEPTEMBER 2026

The Host Authorities (the "**HA**") are comprised of the following host authorities who are working collaboratively to represent constituents on key issues during this Examination and assist the Examining Authority ("**ExA**") with the Examination's smooth running:

- Cherwell District Council ("CDC")
- Oxfordshire County Council ("OCC")

In these submissions, the Host Authorities may be referred to variously as the HA, the Host Authorities or the Councils.

Purpose of this Submission

The purpose of this submission is to provide a concise and accessible summary of oral submissions made by the HA at the hearings w/c 28th September 2026 for the benefit of the Examining Authority, the Secretary of State, the applicant and all other interested parties. The summaries are organised below by hearing and agenda item. For reference the hearings that took place w/c 28th September were:

- Preliminary Meeting (PM)
- Issue Specific Hearing 1 (ISH1)
- Issue Specific Hearing 2 (ISH2)
- Compulsory Acquisition Hearing 1 (CAH1)

AI notice

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OxSRFI Preliminary Meeting

Host Authority's written summaries of oral submissions

Tuesday 29 September 2026

Relevant Agenda Issue	Post-Hearing Notes
Agenda Item 3: Initial assessment of principal issues – annex C to Rule 6 Letter	
	Oxfordshire County Council and Cherwell District Council (collectively as the Host Authorities) made two recommendations for changes to the IAPI: 1. The inclusion of Climate Change and Resilience as a principal issue in its own right, as previously noted in Host Authority's procedural deadline A submissions **[PD-012]**. 2. That the issue of the Ardley Trackway SSSI is separated out from the Ecology and Biodiversity section, as the HAs consider it to be a paleontological issue rather than an ecology and diversity issue. This issue is set out further in the Host Authority's Local Impact Report at: a. Section 8.9; and b. Annex 2 containing the '*Position Statement in relation to Ardley Dinosaur Trackway prepared by Prof Kirsty Edgar, Prof Richard Butler (University of Birmingham) Dr Emma Nicholls, Dr Duncan Murdock (Museum of Natural History, University of Oxford)*'.

OxSRFI Issue Specific Hearing 1

Host Authority's written summaries of oral submissions

Tuesday 29 September 2026

Relevant Agenda Issue	Post-Hearing Notes
Agenda Item 3: Overview of the proposed development	
• Explanation of the individual components of the proposed development and how they would operate and interrelate	
• Overview of the construction programme, including intended phasing, commencement of operation and any influence market forces might have on timescales	
• Detail of principal mitigation measures and the programme for delivery	

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

Relevant Agenda Issue	Post-Hearing Notes
• Justification for the location, alternatives considered and why they were discounted	As indicated Procedural Deadline A submissions **[PD-012]**, the HAs require further evidence of how the applicant has sought to avoid certain environmental harms through site selection and thus complied with NNNPS paragraph 4.28 by applying mitigation hierarchy "to avoid, mitigate, or as a last resort compensate for the identified problems and existing adverse impacts, by improving operational conditions, simultaneously minimising adverse impacts and contributing to the conservation and enhancement of the natural, built and historic environment". <u>Minerals</u> OCC queried whether Minerals and Waste Plans had been considered as part of the site selection and allocation process. The site and the proposed highway work lie wholly within a Mineral Safeguarding Area (MSA) for Crushed Rock as identified and safeguarded within the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy (2017) under Policy M8. Of the 14 sites shortlisted, 11 were not in an MSA. Minerals Safeguarding was not considered as part of the site sifting process.
• Justification for the amount of floorspace proposed	The HA's queried how the proposed c.602,000 sqm of floorspace has been derived. While substantial evidence has been presented on market demand for warehousing and logistics space, the Councils would welcome a clearer explanation of the relationship between the proposed floorspace, freight throughput, terminal usage and associated HGV movements. The Host Authority's Local Impact Report indicates that there are certain environmental impacts which the Councils do not consider have been minimised and potentially could be reduced by a reduced quantum of warehousing. Therefore, the HAs request a bespoke justification for the quantum for this particular site on the freight that is anticipated to come through the proposed SRFI.

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

Relevant Agenda Issue	Post-Hearing Notes
• Timescale for completion of the rail infrastructure	As mentioned in OCC's Relevant Representation [RR-109] at paragraphs 24-26: "The explanatory memorandum **[APP-140]** at page 55 simply re-iterates the wording of the requirement. It does not provide clarity on the definition of 'constructed and available for use'. The Council needs the drafting of requirement 5 to provide certainty that this includes all the rail works both within the site and on Network Rail infrastructure included within schedule 1 of the DCO. Works No. 38 will need to be included as without this the SRFI fails to achieve the minimum gauging requirements identified within paragraph 4.82 of the NNNPS. The Council also wishes the Requirement to be drafted to specifically reference connection to the Chiltern Main Line in addition to 'available for use' to provide clarity on the definition of 'available for use'. In addition, the applicant has yet to provide suitable evidence 'of discussions and demonstrate agreement with Network Rail regarding the planned timeframe for the delivery and commissioning of rail network connections' in order to 'ensure that operational rail connections are brought forward in a timely manner' as set out by paragraph 4.88 of the NNNPS." Further commentary on the applicant's evidence of 'agreement' with Network Rail over the planned timeframe for the delivery of rail connections is provided in section 7.1 of the Host Authority's Local Impact Report. Further commentary on the drafting of Requirement 5 is provided in section 9 of the Host Authority's Local Impact Report.
• Relationship with surrounding developments, including former Ardley Station	Ardley Passenger Station OCC's current position on the work done thus far to determine the feasibility of a passenger station at Ardley is set out at section 8.1 of its Local Impact Report.
• Comparisons with other Strategic Rail Freight Interchanges in the UK	OCC's comments on this item are set out in section 7.1 of its Local Impact Report.

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

Relevant Agenda Issue	Post-Hearing Notes
• Details of potential users of OxSRFI and occupiers of the buildings	
• Suitability of the Chiltern Main Line to support the proposed development	OCC's comments on this item are set out in section 7.1 of its Local Impact Report.

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

OxSRFI Issue Specific Hearing 2

Host Authority's written summaries of oral submissions

Wednesday 30 September 2026

Relevant Agenda Issue	Post-Hearing Notes
Agenda Item 3 - Environmental matters	
3.1 Transport	
• Travel plan and how the proposed travel arrangements would minimise traffic impact and car parking needs	From the Local Highway Authority perspective, the proposed construction, servicing, and operational HGV routes are considered acceptable, subject to the agreed controls and mitigation. OCC's key concern is to ensure HGVs use the appropriate strategic routes and avoid unsuitable local roads and surrounding villages. The operational HGV Routing Strategy will be supported by the proposed physical routing measures, environmental weight restrictions, and ANPR monitoring and enforcement. Specific constraints, including Ardley Station Bridge, have also been considered. Construction traffic will be managed through the CTMP process, including detailed phase-specific CTMPs. Overall, OCC considers that these measures provide an appropriate and enforceable framework for managing HGV movements associated with the development. One outstanding matter of disagreement remains which is that the Applicant's proposed parking standards are not in line with OCC's Parking Standards. Further details of this matter are laid out at Section 8.1 of the Local Impact Report.
• Safeguarding and facilitating the potential future reopening of Ardley railway station, considering anticipated travel demand	OCC has agreed the submitted Public Transport Strategy with the applicant. This strategy relies on contributions towards bus improvements due to the early stage of the development of the Ardley Station proposals. The Safeguarding of Ardley Station is covered in more detail in section 8.1 of the Local Impact Report.
• Proposed bus improvement measures and integration with improvements secured through the adjacent Heyford Park Section 106 Agreement	OCC's Public Transport Team are responsible for letting and managing contracts with bus operators to provide bus services to new developments across Oxfordshire, using S106 contributions received from development. The OxSRFI Public Transport Strategy has shown how OxSRFI could be served in combination with bus services to Heyford Park, which will be funded through an existing S106 agreement. The Public Transport Team will have access to S106 funding from both Heyford Park and OxSRFI, allowing them to procure the most efficient service which meets the needs of both developments.
• Sufficiency of the proposed loading gauge for anticipated freight and operational needs	The Host Authority's comments on this item are set out in section 7.1 of its Local Impact Report.

• Suitability of proposed construction and servicing HGV routes, constraints, mitigation and how measures would be secured	The Host Authority's comments on this item are set out in section 7.1 of its Local Impact Report.
3.2 Landscape and visual, including lighting effects	
• Applicant's approach to landscape and visual impact assessment, design process and proposed mitigation	The Councils recognise that the LVIA contains a substantial evidence base but remain concerned about the level of impact the development will have on the local landscape character, local views and the dark sky. The Councils remain concerned that the LVIA does not consistently identify where maximum local effects occur, what characteristics of the development cause those effects, or whether localised significant effects are obscured within broad receptor groups. The councils have been seeking greater clarity on how the LVIA influenced building scale, height, massing, disposition and finished levels before reliance was placed on extensive bunding and planting. It should also be noted that the requests for visualisations made by the Councils thus far are not exhaustive and, as further information regarding the scheme becomes available, the Councils reserve the right to request more. The Councils have sought clarity of the phasing of landscape works and in particular the installation of the bunds to ensure they are delivered at a point when they will not get adversely affected by further development but are in place in a timely manner to mitigate the effects of the proposed development. Further comments on this item are set out in section 8.5 of the Local Impact Report.
• Photomontages and visualisations	The Councils' concern is not principally the number of viewpoints, but whether the photographic coverage represents the relevant receptors, directions of influence, development components and reasonable worst case permitted by the Parameters Plan. The submitted visualisations predominantly show the Illustrative Masterplan and do not provide equivalent evidence for all highway, rail-terminal and earthworks effects. Photowires based on parameters plans (July 2026) do not show existing view with wireline superimposed. Some effects are insufficiently understood (eg the impact of the railway spur and rail terminal, or near the entrance of the site) and more information has been requested. Further comments on this item are set out in section 8.5 of the Local Impact Report.
• Residual effects	The Councils consider that several residual-effect conclusions rely materially on detailed design, timely formation of bunds and successful establishment of woodland and structural planting.

	Construction phasing may result in completed and operational development being experienced while later phases remain under construction and associated mitigation is incomplete or immature. Further comments on this item are set out in section 8.5 of the Local Impact Report.
Lighting	A lighting assessment and outline lighting strategy have been provided, but these are technical documents and difficult for non-experts to understand. They also provide limited information on how lighting will affect the local landscape character and views. The applicant has indicated that further information will be submitted including night-time photography. This is welcomed and will have to be reviewed when this information becomes available. Further comments on this item are set out in section 8.5 of the Local Impact Report.
3.3 Socioeconomics, including health	
• Job creation across skill levels and mechanisms for securing employment opportunities	The Councils welcome the commitment by the Applicant to clarify the wording of the definition of “employment scheme” in order to ensure compatibility with the expectations of a Community Employment Plan (CEP). Further comments on this item are set out in section 8.10 of the Local Impact Report.
• How the development would support growth and competitiveness of existing local businesses	The Councils have expressed concern about the existing tight labour market due to low levels of unemployment. Without investment and support to improving training in construction and logistics operations, the Councils are concerned that the proposed development may draw skilled staff away from established businesses in the surrounding area. Further comments on this item are set out in section 8.10 of the Local Impact Report.
• Safeguarding recreational facilities while ensuring accessibility and inclusion for mobility-impaired users	In its Relevant Representations, CDC expressed an interest in seeing details of how the space to the south of the site currently used to host the attenuation ponds can be optimised for use by the local community and employees of the site. Further comments on this item are set out in section 8.10 of the joint Local Impact Report.
• Sensitive residential receptors on Middleton Stoney Road affected by night-time noise, mitigation and how it would be secured	There were oral representations for this agenda point, in particular regarding the applicant’s HGV fueling strategy, which the Councils believe their comments on Climate Change and Resilience at section 8.13 of their Local Impact Report are pertinent to. CDC has worked with the applicant to explore how any mitigation funding can be targeted to the needs of specific properties and has set out a detailed schedule of amendments to Schedules 1 and 3 of the draft S106 agreement. The applicant is currently reviewing these proposals. The LPA have not had sight of any updated draft and will need to take further instructions. Further comments on this item are set out in section 8.3 of the joint Local Impact Report.

3.4 Groundwater	
• PFAS chemicals	Since the issuing of the CDC Relevant Representations, the applicants have undertaken additional survey work to explore the impact arising from PFAS chemicals in the local environment and measures by which this form of pollution can be mitigated through the development and subsequently controlled to prevent adverse harm to the environment. It is the Councils view at the present time that it should be possible during the examination timetable for the applicants and the Host Authorities to agree appropriate remediation measures. This work will be undertaken in conjunction with the Environment Agency. Further comments on this item are set out in section 8.9 of the joint Local Impact Report.
• Remediation of known contamination	As above
• Groundwater monitoring	As above
• Pollution prevention measures	As above
• Assessment of impacts	As above
3.5 Minerals and waste	
• Loss of the existing waste facility within the site	OCC's comment on this item is set out at section 8.11 of the Local Impact Report. It is noted that agenda item 3.5 was deferred to written questions. The Host Authorities will endeavour to fully respond to any written questions from the Examining Authority directed to them on this topic.
• Sterilisation of mineral resources	As above.
3.6 Flood Risk	
• Flood risk activity permit	It is noted that agenda item 3.6 was deferred to written questions. The Host Authorities will endeavour to fully respond to any written questions from the Examining Authority directed to them on this topic. The Host Authority's comment on this item is set out at section 8.7 of the Local Impact Report.
• Proposed culvert freeboard height	As above
• Model representation for	As above

the Gagle and Ashgrove Brooks	
• Representation of the A43 culvert within the Padbury Brook hydraulic model	As above
• Review of the conceptual site model in relation to controlled waters receptor	As above
• Updates to the Outline Construction Environmental Management Plan proposed in EA34, EA41, EA42 and EA43 of Document 9.1B	As above
Agenda Item 4 - Draft Development Consent Order	
4.1 Article 2 - Interpretation	
• Definition of “commence”	OCC’s comment on this item is set out in its Local Impact Report at section 9 and Annex 3. It is noted that agenda item 4 was deferred to written questions. The Host Authorities will endeavour to fully respond to any written questions from the Examining Authority directed to them on this topic.
• Purpose of the article	As above.
• Relationship with the Environmental Statement	As above.
• Part 4(d)	As above.
• Delivery of the SRFI	As above.
• Relationship with other articles and requirements	As above.
• Explanation of the applicant’s approach	As above.

• OCC submissions in relation to Requirement 13(3)	As above.
• Progress of agreeing Protective Provisions	As above.

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

OxSRFI Compulsory Acquisition Hearing 1

Host Authority's written summaries of oral submissions

Thursday 1 October 2026

Relevant Agenda Issue	Post-Hearing Notes
Agenda Item 3 - The applicant's strategic case	
Agenda Item 4 - Alternatives and design flexibility	
Agenda Item 5 - The compulsory acquisition and related provisions as presented within the draft Development Consent Order and the Land Plans	OCC, in its capacity as landowner, does not object to the drafting of article 28 and does not consider it will be affected directly by it because the OCC land which the Applicant proposes to acquire, Ardley Woods Quarry, is a backfilled quarry and therefore not something which can now be mined. It may be the case that other landowners / interested parties who will retain rights over minerals they may later wish to extract may have concerns which they may wish to raise. For the Host Authorities this matter is more relevant to the position more generally on issues that concern OCC as a Minerals and Waste Planning Authority as set out in its Local Impact Report at section 8.9
Agenda Item 6 - Statutory conditions and general principles	
Agenda Item 7 - Review of the Land and Rights Negotiation Tracker	
Agenda Item 8 - Funding	
Agenda Item 9 - Statutory undertakers	
Agenda Item 10 - Crown land	
Agenda Item 11 - Public open space	

Host Authorities (HA)

Oxfordshire Strategic Rail Freight Interchange (TR050008)

Relevant Agenda Issue	Post-Hearing Notes
Circumstances within which the provisions relating either to human rights or the PSED might be engaged	
How the applicant has taken into account the relevant provisions in the Human Rights Act and the Equality Act 2010	
Agenda Item 13 - Submissions from Affected Persons on the applicant's strategic case	