Submission ID: S62165570

Dear Sirs
Please find enclosed Summary of Relevant Representation exceeding 1500 words submitted at Deadline A submitted on behalf of Dorchester Living
Yours Faithfully
[redacted]
On behalf of Dorchester Living

Summary of Relevant Representation

Dorchester Living | Representation submitted on 17 July 2026

Planning Act 2008 - Application by Oxfordshire Railfreight Limited
The Oxfordshire Strategic Rail Freight Interchange (OxSRFI) Development Consent Order
Planning Inspectorate Reference: TR050008

Interested Party Reference Number: [redacted]

This document summarises the Relevant Representation ("RR") submitted by Dorchester Living ("DL") on 17 July 2026 in respect of the Oxfordshire Strategic Rail Freight Interchange ("OxSRFI") Development Consent Order ("DCO"). It identifies the principal matters which DL requests the Examining Authority to examine. We reserve the right to expand upon these matters during the Examination.

We consider the proposal to be **unacceptable** for a number of reasons, set out in detail in our RR. As a consequence, the principal matters which we request the Examining Authority to examine are whether:

- the proposed development has been properly integrated with the future development of Heyford Park;
- the extent of compulsory acquisition is no more than is reasonably required;
- reasonable alternatives and design refinements have been fully explored;
- the impacts on the delivery of Heyford Park have been properly assessed;
- adequate provision has been made for future passenger rail infrastructure, including Ardley Station;
- the proposed mitigation strategy appropriately addresses the long-term landscape, placemaking and transport implications of the scheme;
- the statutory tests for compulsory acquisition have been satisfied in respect of Dorchester Living's interests.

We remain committed to engaging positively with the Applicant throughout the Examination and the RR should not be interpreted as opposition to constructive dialogue or amendments capable of resolving the matters raised. In addition, we support sustainable economic growth, investment in rail freight infrastructure and the principle of increasing the movement of freight by rail. Our objection is therefore not to the principle of the OxSRFI.

Our fundamental concern is that the submitted DCO has not adequately recognised or addressed the strategic importance of Heyford Park as one of Oxfordshire's principal growth locations. The application has been promoted largely in isolation from the existing and proposed Heyford Park and has not demonstrated that the proposed scheme has been designed, assessed or mitigated in a manner which properly reflects the relationship between these two strategically significant developments.

Unless and until the Applicant has demonstrated that the planning and compulsory purchase issues identified in the RR have been satisfactorily addressed, we request that the DCO should not be made in its present form.