OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Change Report

Document 11.2
Rev V1

On behalf of
Oxfordshire Railfreight Limited

Prepared by Oxfordshire Railfreight Limited
October 2026

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1.0 INTRODUCTION

1.1 Following submission and acceptance of the DCO for examination a change is proposed with respect to the following changes proposed to the OxSRFI scheme, as set out in the covering letter for Deadline 1 (**PDA-001**):

1. Ecological Mitigation Works (Work Nos. 29 and 37, Land Parcels 2/4, 2/4a, 2/5 and 2/10)
2. A4095/B4030 roundabout (Work No. 39, Land Parcels 9/12 and 9/21)
3. Foul Sewer outfall to Bicester (Work No. 35, Land Parcel 9/34)

1.2 The purpose of this report is to set out the changes proposed, the reasons for the changes, review if it is materially the same project and to provide details of the consultation carried out for the changes.

2.0 CHANGE 1 – ECOLOGICAL MITIGATION

Proposed Change

2.1 A change to the Order limits is proposed following discussions with the affected landowner, and therefore amendments to the farmland bird mitigation and compensation in the north-western part of the site are proposed. The change removes parcels 2/10, 2/4a and 2/5, and the overall size of parcel 2/4 is slightly reduced (Land Plan: Sheet 2). Additional land has been added to the west of parcel 2/4 – these are new parcels 2/4b and 10/8 (Land Plan: Sheets 2 and 10).

2.2 Parcel 2/4 will be subject to grassland enhancement to lowland meadow. The field margins will be allowed to develop a seed source which combined with appropriate hedgerow will increase the overall carrying capacity of the field for farmland birds.

2.3 The field west of parcel 2/4 will be sown to provide winter suitable to provide a seed resource the farmland bird assemblage over the winter period. Continuous tussock grassland margins will be provided around this field.

2.4 Two beetle banks will be included in each field.

2.5 Once the habitats are provided on the revised extents, land management will be complete for a period of 30 year following the prescriptions set out in the updated Habitat Management and Monitoring Plan. The landowner will be responsible for management of the bird mitigation area for the management period.

Reason for Change

2.6 The change follows landowner negotiation, reflecting the landowners' altered preferences for how mitigation and compensation is provided and secured.

2.7 The change results in reduced compulsory acquisition by the Applicant.

Effect of Change on the Project

2.8 In addition to consideration of the overall size of parcel 2/10, this field was partially selected as it is located immediately west compensatory habitat provided for loss of habitats in the SSSI. As the compensatory habitats provided for the SSSI also provide suitable conditions for skylark, positioning the proposed offsite bird mitigation in this area provided a continuous land parcel which would be beneficial for ground nesting species at a population level.

2.9 Parcel 2/4 was selected on the basis of size and location adjacent to the SSSI. With the implementation of appropriate management, the boundary hedgerow would provide suitable mitigation for species including corn bunting. The view of the consultees was this field on its own right did not provide a large enough area to provide a varying of habitats required by the farmland bird assemblage.

2.10 Through the implementation of the measure outlined at Paragraphs 2.2 – 2.4 above, the combined habitats provided and the proposed management offer a suitable offsite mitigation package for the breeding and overwintering bird assemblage recorded within the main site.

2.11 Whilst these fields combined are not providing the same ecological benefits, as parcels 2/10 & 2/4 (as originally proposed), the use of parcels 2/4 and the western field will, combined, provide effective compensation for the breeding and overwintering bird populations identified using the Site. This results in no determent to the overall mitigation package offer by the proposals.

Consultation

2.12 Consultation in relation to the proposed change was held with the following stakeholders in August 2026, to inform of the proposed change and provide an opportunity for comment or further dialogue.

- Natural England (NE) – NE raised no concerns about the proposed change. It is proposed that final detailed positions on this matter will be incorporated into an updated SoCG with NE during the Examination process;
- Oxfordshire County Council (OCC) and Cherwell District Council (CDC) – neither OCC or CDC raised concerns about the proposed change; and
- Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust (BBOWT) – BBOWT have confirmed they have no comments on the proposed change.

Revised application documents and plans

2.13 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document No.	Previous Version	Revised Version	Amendment(s) made with respect to this change
ES Chapter 6 Ecology including Arboriculture	Document 6.6	[APP-174]	Revision A	Changes to the structure of the approach to the ES structure, removing embedded mitigation and taking a standard mitigation strategy, as requested by Natural England. Updated Chapter to reflect changes to the Veteran tree assessment and mitigation. Updated mitigation strategy with respect the offsite farmland bird mitigation area. Minor changes to update areas of the project general ecological mitigation requirement where necessary.
ES Appendix 6.6 Ecological Appraisal Report	6.6A	Revision A [AS-068]	Revision B October 2026	Updates to the Ecological Appraisal to reflect the change to the order limits and the changes to the farmland bird mitigation strategy and updates to the Veteran tree assessment.
ES Appendix 6.5 Bird Survey Report	6.5E	Revision B [APP-238]	Revision A October 2026	Updated bird survey report to reflect the revision to the Farmland Bird Mitigation Strategy
ES Appendix 6.6I.01	6.6I.01	Revision C [AS-072]	Revision D October 2026	Updated BNG Assessment & Plans. Revision to removal of parcels 2/10, 2/4a and 2/5. A reduction of size of parcel 2/4 and the addition of additional land west of the parcel 2/4 and the addition of Veteran trees into the assessment.
ES Appendix 6.6I.02	6.6I.02	Revision C [AS–073]	Revision D October 2026	Update to parts a/b/c to the BNG calculation tool to reflect the changes to the bird mitigation area and the additional of the Veteran trees as irreplaceable habitats. Now provided in three separate parts.

Document	Document No.	Previous Version	Revised Version	Amendment(s) made with respect to this change
ES Appendix 6.6J	6.6J	Revision B [AS-074]	Revision C October 2026	Update to the Shadow Habitat Regulations Assessment (sHRA) to reflect the change to the order limits and the inclusion of further assessment of traffic flow & air quality on the Oxford Meadow SAC.
ES Appendix 6.6K	6.6K	Revision A [AS-075]	Revision B October 2026	Updated Habitat Management & Monitoring Strategy (HMMP) to include the revisions to order limits from alteration to the bird mitigation, the veteran tree mitigation strategy and a separate appendix covering management of compensation habitat created for the SSSI.
Land plans key plan	2.1	Revision v9.0 [AS-003]	Revision v10.0	Amendment to Order Limits at Work Nos. 29 and 37
Land Plan (Sheet 2 of 10)	2.1B	Revision 9 [AS-003]	Revision 10	Revision to the order limits to accommodate removal of field 2/10, 2/4a and 2/5. A reduction of size of field 2/4 and the addition of additional land west of the field 2/4 (new parcels 2/4b and 10/8).
Land Plan (Sheet 10 of 10)	2.1J	Revision 9 [AS-003]	Revision 10	Revision to the order limits to accommodate removal of field 2/10, 2/4a and 2/5. A reduction of size of field 2/4 and the addition of additional land west of the field 2/4 (new parcels 2/4b and 10/8).
Works Plan Key Plan	2.2	Revision P07 [AS-004]	Revision P08	Amendment to Order Limits at Work Nos. 29 and 37
Access and Rights Plans Key Plan	2.3	Revision P04 [AS-005]	Revision P05	Amendment to Order Limits at Work Nos. 29 and 37
Site location plan	2.4	Revision P06 [AS-006] [AS-007]	Revision P09	Amendment to Order Limits at Work Nos. 29 and 37
Parameters Plan	2.5	Revision P37 [AS-008]	Revision P38	Updated to reflect changes to the red line and habitat creation provision.

Document	Document No.	Previous Version	Revised Version	Amendment(s) made with respect to this change
Illustrative Masterplan	2.6	Revision P30 [AS-009]	Revision P32	Updated to reflect changes to the red line and habitat creation provision.
Highway Plans Key Plan	2.7	Revision P03 [AS-010]	Revision P05	Amendment to Order Limits at Work Nos. 29 and 37
Components Plan	2.13	Revision P20 [APP-099]	Revision P23	Amendment to Order Limits at Work Nos. 29 and 37
Tree and hedgerow retention and removal plans Key Plan	2.15	Revision P06 [APP-124]	Revision P07	Amendment to Order Limits at Work Nos. 29 and 37
Tree and hedgerow retention and removal plans Sheet 2	2.15B	Revision P06 [APP-126]	Revision P07	Amendment to Order Limits at Work Nos. 29 and 37
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Updates to Schedule 11 to remove parcel 2/4a and to Schedule 16 to reflect updated certified plans
Explanatory Memorandum	3.2	Revision 2 [REP1-005]	Revision 3	To reflect DCO updates
Statement of Reasons	4.1	[APP-143]	Revision A October 2026	Revision to removal of parcels 2/10, 2/4a and 2/5. A reduction of size of parcel 2/4 and the addition of additional land west of the parcel 2/4 (new parcels 2/4b and 10/8).
Book of Reference	4.3	[APP-145]	Revision 2	Amendments to the relevant parcels (removals and additions)

3.0 CHANGE 2 – A4095/B4030 ROUNDABOUT

Proposed change

3.1 The proposed change is to:

- Commit to undertake Work No. 39 as part of the highway works as opposed to securing by means of a section 106 agreement (except in the circumstances described below); and
- Remove plots 9/12 and 9/21 from the scheme and reduce the area within the Order Limits accordingly.

Reasons and need for the change

3.2 When the DCO application was submitted ongoing discussions with OCC were that Work No. 39 would be secured by a s106 agreement. As explained in the application (paragraph 10.5 of the Guide to Application [**APP-003**] and paragraph 5.233 of the Explanatory Memorandum [**REP1-005**], the intention was to remove those works from the scheme once a s106 contribution had been agreed with OCC. This was due to there being a high likelihood of other works being needed to the roundabout in a similar timeframe, those other works being:

- The realignment of the A4095 Howes Lane as part of the A4095 Bicester NW strategic link road; and
- Works in association with the Heyford Park new town application.

3.3 Following submission, and in light of the Heyford Park development not being granted New Town status by the government, OCC reconsidered their position and requested that the Applicant undertakes the works. OCC also advised that the timing of the Bicester NW strategic link road was likely to be later than previously thought. In light of the above the most probable scenario is that Work No. 39 would be undertaken by the Applicant, in advance of works by other parties.

3.4 The ongoing discussions with OCC have led to an agreed position where the Applicant will undertake the works except for specific circumstances. One of these is if the A4095 Bicester NW strategic link does come forward sooner than envisaged, and in which case, the works would be secured by the s106. This means that in either case, the Applicant would not need to use plots 9/12 and 9/21 themselves and as such can be removed from the scheme.

3.5 However, as a result of the commitment for the Applicant to undertake the works, there is a need to provide further design information for Work No. 39. This does not change the design proposals but provides a greater level of detail than previously submitted.

Effect of the change on the project

3.6 The same highway works are to be undertaken, but land will not be needed to allow those works to tie in with third party works, this change is about the how the works are secured. This means that two plots of land, over which compulsory acquisition might have been required, can be removed from the Order limits. The Order limits are therefore to be reduced.

Licences and consents

3.7 The removal of plots 9/12 and 9/21 will remove the need for potential purchase of this land (these plots were only included within the Order Limits to enable the tie into the potential future A4095 alignment).

3.8 Provisions are being prepared for the s106 agreement such that Works No. 39 are undertaken by the Applicant except in the event that the Bicester NW strategic link road does come forward earlier than planned, or if OCC elect to have monies paid in lieu of the works.

Revised application documents and plans

3.9 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Land plans key plan	2.1	Revision v9.0 [**AS-003**]	Revision v10.0	Amendment to Order Limits at Work No. 39
Land plans sheet 9	2.1I	Revision v9.0 [**AS-003**]	Revision v10.0	Removal of plots 9/12 and 9/21 from the scheme
Works Plan Key Plan	2.2	Revision P07 [**AS-004**]	Revision P08	Amendment to area of Work No. 39
Works Plan Sheet 9	2.2I	Revision P05 [**AS-004**]	Revision P06	Amendment to area of Work No. 39
Access and Rights Plans Key Plan	2.3	Revision P04 [**AS-005**]	Revision P05	Amendment to Order Limits at Work No. 39
Site location plan	2.4	Revision P06 [**AS-006**] [**AS-007**]	Revision P09	Amendment to Order Limits at Work No. 39
Highway Plans Key Plan	2.7	Revision P03 [**AS-010**]	Revision P05	Amendment to Order Limits at Work No. 39

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Highway Plans GA Sheet 5	2.7E	Revision P05 [APP-047]	Revision P07	Amendment to Order Limits at Work No. 39 and amendment to show latest available information for third party schemes in the area of the A4095/B4030 roundabout
Highway Plans Longsections Sheet 9	2.7V	Revision P02 [APP-064]	Revision P03	A4095/B4030 roundabout works: longsections added
Components Plan	2.13	Revision P20 [APP-099]	Revision P23	Amendment to Order Limits at Work No. 39
Tree and hedgerow retention and removal plans Key Plan	2.15	Revision P06 [APP-124]	Revision P07	Amendment to Order Limits at Work No. 39
Tree and hedgerow retention and removal plans Sheet 9	2.15I	Revision P06 [APP-133]	Revision P07	Amendment to Order Limits at Work No. 39
TA Addendum Appendix 1	6.3A.12	n/a (new document)	Revision 1	Provision of Geometrical Layout Sheet 29 and Swept Paths for A4095/B4030 roundabout
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Amendment to article 26 to remove reference to plots 9/12 and 9/21. Amendments to Schedule 16 to reflect the various amended certified plans as noted above.

4.0 CHANGE 3 – FOUL SEWER OUTFALL TO BICESTER

Proposed change

4.1 The proposed change is to remove parcel 9/34 from the Order Limits and from the area of land needed for Work No. 35.

Reasons and need for the change

4.2 Thames Water (TW) provided pre-application advice on the location of the acceptable foul water connection for the OxSRFI site, which was a specific chamber located south of the Middleton Stoney Road in Bicester. The chamber was clearly shown on the TW sewer records as being behind the highway boundary within the land owned by Countryside Properties (Bicester) Limited and shown as parcel 9/34 on sheet 9 of the Land Plans (Document series 2.1 [**AS-003**]).

4.3 In light of the relevant representation received from Countryside Properties (Bicester) Ltd [**RR-029**] this has been reviewed in further detail, to investigate whether the chamber was indeed located where TW had indicated it was. Upon lifting various chambers within the public highway it became apparent that the TW chamber into which the connection is proposed is located several metres from where it was shown the sewer record plan. **Figure 1** below is extracted from the TW sewer records and the blue arrow shows the corrected position of the chamber, including an extract from the survey.

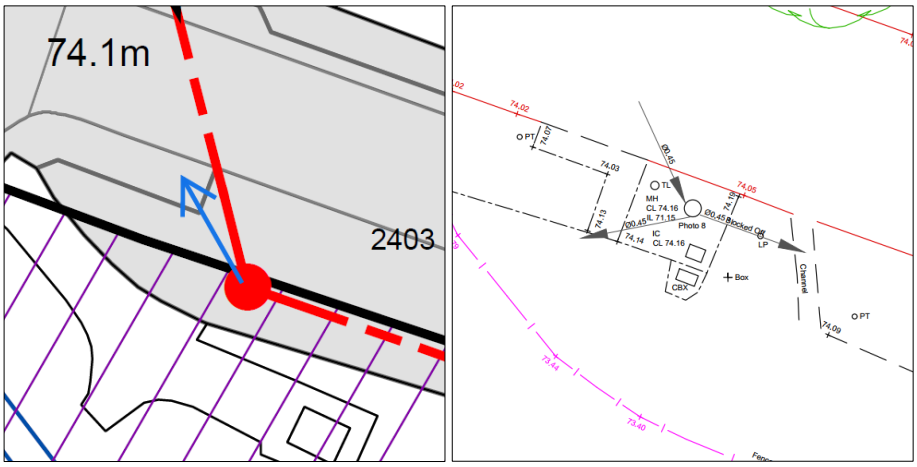

Figure 1: TW sewer records for the foul drainage outfall and corrected chamber location

4.4 With this survey information confirming the chamber is located within the highway, and with TW's agreement to this (see below), there is no requirement to enter into the Countryside land and this parcel can be removed from the scheme.

Effect of the change on the project

4.5 The change is a very minor amendment to the foul drainage outfall. The project remains substantially as originally applied for.

Licences and consents

4.6 No additional consents or licences are needed and this change will remove the need for an agreement or licence with Countryside, or in the absence thereof, the need for the exercise of compulsory acquisition of rights.

Revised application documents and plans

4.7 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Land plans key plan	2.1	Revision v9.0 [AS-003]	Revision v10.0	Amendment to Order Limits at Work No. 35
Land plans sheet 9	2.1I	Revision v9.0 [AS-003]	Revision v10.0	Removal of plot 9/34 from the scheme
Works Plan Key Plan	2.2	Revision P07 [AS-004]	Revision P08	Amendment to area of Work No. 35
Works Plan Sheet 9	2.2I	Revision P05 [AS-004]	Revision P06	Amendment to area of Work No. 35
Access and Rights Plans Key Plan	2.3	Revision P04 [AS-005]	Revision P05	Amendment to Order Limits at Work No. 35
Site location plan	2.4	Revision P06 [AS-006] [AS-007]	Revision P09	Amendment to Order Limits at Work No. 35
Highway Plans Key Plan	2.7	Revision P03 [AS-010]	Revision P04	Amendment to Order Limits at Work No. 35
Components Plan	2.13	Revision P20 [APP-099]	Revision P23	Amendment to Order Limits at Work No. 35
Sustainable Drainage Statement – Main Site	6.9C	Revision P04 [AS-077]	Revision P05	Amendment to foul drainage drawing to reflect latest survey data. Amendment to Order Limits.
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Amendment to Schedule 11 to remove reference to parcel 9/34 and relevant amendments to Schedule 16
Statement of Reasons	4.1	Revision 1 [APP-143]	Revision 2	Removal of parcel 9/34

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Book of Reference	4.3	Revision 1 [APP-145]	Revision 2	Removal of parcel 9/34

Consultation

4.8 Following further engagement with TW, the Applicant has been able to agree with TW that the location of the chamber is not within land parcel 9/34, and further, that if necessary, a new chamber could be provided within the existing adopted highway. TW agreed the above position by email on Friday 4 September, a copy of the correspondence is provided as **Appendix 1**.

4.9 Countryside Properties (Bicester) Limited have acknowledged receipt and confirmed they have no further comments, a copy of the correspondence is provided as **Appendix 2**.

5.0 OTHER PROPOSED CHANGES

Introduction

5.1 Following submission and acceptance of the DCO for examination discussions with Oxfordshire County Council (OCC) have continued on a small number of outstanding matters related to traffic and transport issues. These discussions have led to the proposal to make a small number of changes to the highway design and speed limits on the local road network and the provision of routes for pedestrians and cyclists within the Main Site.

5.2 This section sets out the changes, the reasons for them, review if it is materially the same project and to provide details of the consultation carried out for these changes. Each change is addressed in turn.

ARDLEY TO BUCKNELL ROAD

Proposed change

5.3 The proposed change is to:

- Incorporate a traffic calming feature within the highway works (Work No. 19) to form a gateway into Ardley Village; and
- relocate change in speed limit on Ardley Road (the speed limit change between 20mph and 40mph) approximately 150m to the east to be coincident with the traffic calming feature.

Reasons and need for the change

5.4 OCC have been reviewing the outputs from the traffic modelling for the OxSRFI scheme and raised a concern that the modelling indicated a potential for traffic heading from Bicester to the M40 at J10 may elect to route via Bucknell and Ardley rather than via the B4100 and A43 (via Baynard's Green), despite the significant highway improvement works proposed for that corridor.

5.5 The modelling indicated that the likely reason for this was that following the opening of the Ardley Bypass, the users turning right from Ardley Road onto the B430 at the junction within Ardley village would be able to do so quicker than prior to the bypass being built which is logical given the B430 in Ardley would no longer be used for through traffic on the B430.

5.6 The proposed change will mitigate this impact by reintroducing a delay to drivers using Ardley Road, by reducing the speed limit into Ardley and introducing a traffic calming feature which would mean drivers heading into Ardley would need to give way to drivers leaving.

5.7 This change would have additional benefits to Ardley by reducing traffic speeds and creating a village gateway feature.

Effect of the change on the project

5.8 The change is a minor amendment to the highway works and speed limits. The project remains substantially as originally applied for.

Licences and consents

5.9 There will be a consequential change to the works subject to approvals under the protective provisions for OCC as local highway authority (DCO Schedule 14 Part 3), that being for Work No. 19, and the signage works agreement (under Article 21). However, no additional consents or licences are needed.

Revised application documents and plans

5.10 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Highway Plans GA Sheet 2	2.7B	Revision P05 [**APP-044**]	Revision P06	Traffic calming feature added
Speed limit plans sheet 2	2.10B	Revision P05 [**APP-080**]	Revision P06	Point 'AD' relocated to align with traffic calming feature, with the Ardley 20mph limit extended to this point
Draft DCO	3.1	Revision 2 [**REP1-003**]	Revision 3	Amendment to Work No. 19 description to include for traffic calming feature Amendment to Schedule 8 to reflect relocation of point 'AD' Updates to Schedule 16 to reflect updated certified plans for 2.7B and 2.10B

Consultation

5.11 OCC have been consulted on the change and have confirmed in their Relevant Representation [**RR-109**] that "*This is* considered *sufficient additional mitigation to act as an additional deterrent and is acceptable in principle, subject to safety audit.*"

SOMERTON TO ARDLEY ROAD

Proposed changes

5.12 The proposed changes are to:

- Amend the speed limit on the Somerton to Ardley Road (known as Somerton Road within the Parish of Ardley, and Ardley Road within the Parish of Somerton) from National Speed Limit to 40mph;
- On Somerton Road close to Ardley village, to extend the current 20mph speed limit on Somerton Road to beyond Somerton Road (Quarry Cottages) and reduce the speed limit on Somerton Road (Quarry Cottages) itself from National Speed Limit to 20mph; and
- Remove two no. previously proposed private means of access into the ecological mitigation areas.

Reasons and need for the changes

5.13 Discussions with OCC on walking, cycling and horse-riding matters have continued following submission and acceptance of the DCO for examination. In addition, OCC have continued to investigate the potential for reopening of Ardley passenger railway station.

5.14 These discussions with OCC have identified that the OxSRFI scheme could further improve linkages between the Heyford Park development proposals and both Ardley village and a future station. The OxSRFI scheme would connect the current 'dead end' of Somerton Road (Quarry Cottages) to the boundary of the former airfield with a new bridleway, and that would then connect into the existing bridleway that runs through Ardley Woods (as shown on Access and Rights of Way Plan Sheet 02 [**APP-031**]). However, the Ardley Woods bridleway is not currently suitable for its intended purpose and works to it are not directly proposed by OxSRFI, although improvements to this route by OCC will be funded via an agreed s106 payment to OCC to improve accessibility of nearby PRoW. The alternative route for walkers, cyclists and horse-riders would be via Ardley Village, however this would require use of Somerton Road, part of which is subject to National Speed Limit. As such it is proposed to provide a 20mph speed limit along this route to improve the environment for these users.

5.15 As well as the above, reducing the speed limit to 40mph on the Ardley to Somerton Road would improve the environment for cyclists between these villages and into the routes leading to both OxSRFI and Heyford Park. This change would be in keeping with changes to speed limits on other local roads (i.e. the Ardley to Bucknell road, Bucknell to Bicester road and Middleton Stoney to Bucknell road) and aligns with the strategy of improving the environment for all users of the local roads whilst focussing the highway capacity improvements on the strategic road network (M40, A43 and A34) and the higher category parts of the local road network (i.e. the B430 and B4030 corridors).

5.16 In relation to the changes to the private means of access these relate to the amendment to the ecological mitigation areas which are described in full in Section 2.0 of this Report. The changes to the Order Limits means that the western area of Work No. 29 has been removed meaning no new access is needed into this area. The area of Work No. 37 has been amended such that an existing access from the Ardley Road is to be used which again means no new access is needed. As a result the previously proposed private means of access referenced AG and AK have been removed.

Effect of the changes on the project

5.17 The changes to the speed limits are, when compared to the full package of OxSRFI works, minor in nature and are complementary to the overall strategy for the local road network. Therefore, the project remains substantially as originally applied for.

5.18 The effect of the changes to ecological mitigation areas are described in full in Section 2.0 of this Report.

Licences and consents

5.19 There will be a consequential change to the works subject to approvals under the protective provisions for OCC as local highway authority (Schedule 14 Part 3), that being for Work No. 26, and the signage works agreement (which is being discussed with OCC and will be entered into pursuant to under Article 21, the intention being that a draft of the Article 21 Agreement is appended to the s106 Agreement). However, no additional consents or licences are needed.

Revised application documents and plans

5.20 The table below sets out the proposed amendments to documents and plans in relation to this change. Note that when the formal application is made there may be other supporting documents that will be added to this list.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Access and rights of way plans sheet 2	2.3B	Revision P05 [APP-031]	Revision P06	Private means of access referenced AG and AK removed
Speed limit plans key plan	2.10	Revision P04 [AS-018]	Revision P05	Sheet 7 added
Speed limit plans sheet 2	2.10B	Revision P05 [APP-080]	Revision P07	Additional points BE, BF, BG and BH added with corresponding 20mph and 40mph speed limits
Speed limit plans sheet 7	2.10G	None	New plan at Revision P01	Point BI added with 40mph speed limit

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Amendment to Schedule 8 to incorporate speed limit changes on the Somerton to Ardley Road and on Somerton Road (Quarry Cottages). Updates to Schedule 16 to reflect updated / new certified plans for 2.3B, 2.10, 2.10B and 2.10G

Consultation

5.21 This change was discussed with OCC during Teams calls on 2 June 2026 and 12 June 2026 and was formally presented at the Transport Working Group (TWG) meeting held on 23 June 2026. OCC have therefore been consulted on the change and they have confirmed on 01 July 2026 that this is "*Welcomed*".

5.22 They go on to say that "*OCC understands that the Applicant now proposes to amend the relevant plans to secure an active travel connection through the main site, including a public bridleway/greenway between development plots linking into the site's cycle network and the stopped-up road and existing railway overbridge. Subject to submission of the updated Parameter Plan, Access and Rights of Way Plan and DCO controls, this is capable of substantially resolving the active travel point. The detailed design should confirm LTN 1/20-compliant gradients through the bund, inclusive access, maintenance responsibility, permanence and the proposed 20 mph / 40 mph speed-limit measures on the connecting roads*."

5.23 The points relating to the active travel connection through the main site are dealt with below.

5.24 OCC have acknowledged the removal of the private means of access from the scheme. Please refer Section 2.0 of this Report for OCC's response to the changes to the ecological mitigation areas.

BUCKNELL TO BICESTER ROAD

Proposed change

5.25 The proposed change is to amend the speed limit on the Bucknell to Bicester Road (known as Bucknell Road within the Parish of Bicester, and Bicester Road within the Parish of Bucknell) from National Speed Limit to 30mph instead of the previously proposed 40mph. This speed limit change would come into effect when the associated works are completed and a 40mph temporary speed limit would be put in place beforehand.

Reasons and need for the changes

5.26 Discussions with OCC on walking, cycling and horse-riding matters have continued following submission and acceptance of the DCO for examination. Particular focus has been given to the design of the active travel route along the Bicester to Bucknell Road. These works are to be secured under s106. As the design has progressed, and further discussion with OCC having taken place, it is agreed that a 30mph speed limit is the most appropriate limit for the road.

Effect of the changes on the project

5.27 The changes to the speed limits are, when compared to the full package of OxSRFI works, minor in nature and are complementary to the overall strategy for the local road network. Therefore, the project remains substantially as originally applied for.

Licences and consents

5.28 There will be a consequential change to the works subject to approvals under the signage works agreement (which is being discussed with OCC and will be entered into pursuant to under Article 21, the intention being that a draft of the Article 21 Agreement is appended to the s106 Agreement). However, no additional consents or licences are needed.

Revised application documents and plans

5.29 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Speed limit plans sheet 6	2.10F	Revision P03 [APP-084]	Revision P04	Amended speed limit between points AZ and BA to 30mph with minor relocation of point BA to reflect the extent of existing lighting
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Amendments to Schedule 8 to incorporate speed limit change described above Updates to Schedule 16 to reflect updated certified plan for 2.10F

Consultation

5.30 This change has been discussed with the independent Road Safey Audit Team and they have confirmed that they have not raised any issues with the proposed 30mph speed limit. This change, inclusive of the views of the Audit Team, has been discussed with OCC who have confirmed that they are in agreement with the change. A copy of the email correspondence, which covers both the Audit Team view and OCC response, is found at **Appendix 3**.

MAIN SITE PEDESTRIAN AND CYCLIST ROUTE

Proposed change

5.31 The proposed change is for the informal path between the Bridleway on the northwestern boundary of the Main Site and the cycle track on the Main Site estate road, as indicted on the Illustrative Masterplan [**AS-009**] to be designated as a permissive route for use by pedestrians and cyclists.

5.32 The route shown on the Illustrative Masterplan is within a green corridor separating different parts of the OxSRFI Main Site warehousing. This green corridor is subject to limits of deviation as shown on the Parameters Plan [**AS-008** – please note: updated revision P38 is being submitted with deadline 2] and therefore any permissive route within it needs to have the same limits of deviation.

Reasons and need for the change

5.33 OCC have continued to investigate the potential for reopening of Ardley passenger railway station. OCC has requested that the OxSRFI scheme provides further improved linkages between the Heyford Park development proposals and both Ardley village and any potential future station. The Applicant is content to amend the scheme to accommodate this request. One of the routes identified is by crossing the OxSRFI Main Site.

5.34 The change would provide a formal commitment rather than an illustrative proposal and therefore make it clear that this route has to be provided and made suitable for use by pedestrians and cyclists.

Effect of the change on the project

5.35 The change formalises the requirement to construct the path that was always intended to be constructed. Therefore, the project remains substantially the same as originally applied for.

Licences and consents

5.36 The design of the route would be subject to approval under Requirement 9 (which is already in the draft DCO [**REP1-003**]).

Revised application documents and plans

5.37 The following table sets out the proposed amendments to key documents and plans relating to this change. A full list of all documents is provided in Section 8 of this report.

Document	Document no.	Previous version	Revised version	Amendment(s) made with respect to this change
Access and rights of way plans sheet 4	2.3D	Revision P05 [APP-033]	Revision P06	Permissive cycle track (for pedestrians and cyclists) shown between points 73-75, 74-75 and 75-76 (along with limits of deviation)
Illustrative Masterplan	2.6	Revision P30 [AS-009]	Revision P32	Route across the bund revised to match this change
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Schedule 5 amended to include permissive cycle track (for pedestrians and cyclists) between points 73-75, 74-75 and 75-76 Updates to Schedule 16 to reflect updated certified plan for 2.3D and 2.6

Consultation

5.38 OCC have been consulted on the change, which was presented at the TWG meeting held on 23 June 2023, and have confirmed on 01 July 2026 that this is "*Welcomed*".

5.39 They go on to say that "*OCC understands that the Applicant now proposes to amend the relevant plans to secure an active travel connection through the main site, including a public bridleway/greenway between development plots linking into the site's cycle network and the stopped-up road and existing railway overbridge. Subject to submission of the updated Parameter Plan, Access and Rights of Way Plan and DCO controls, this is capable of substantially resolving the active travel point. The detailed design should confirm LTN 1/20-compliant gradients through the bund, inclusive access, maintenance responsibility, permanence and the proposed 20 mph / 40 mph speed-limit measures on the connecting roads.*"

5.40 In response to the above points:

- The Parameters Plan does not need to be amended as the parameters for the permissive cycle track are shown on Access and rights of way plans sheet 4;
- The route through the bund is compliant with the LTN1/20 recommended gradients and the maximum lengths of gradients; and
- The speed limit points are dealt with above.

6.0 OTHER MINOR AMENDMENTS RELATED TO HIGHWAYS AND TRANSPORT

Amendments to existing documents and plans

6.1 In addition to the above the Applicant is proposing to make the following minor amendments to the other documents and plans for the reasons stated. These are not considered to constitute formal changes to the scheme design or proposals.

Document	Document no.	Previous version	Revised version	Amendment(s) made
Access and Rights of Way Plans Sheet 05	2.3E	Revision P05 [APP-034]	Revision P06	Amendment to label on replacement route of PRoW 109/24 and 109/26 to correct typographical error which referenced Bridge 07 but should have said Bridge 09 in line with the bridge overview plan
Highway Plans GA Sheet 2	2.7B	Revision P05 [APP-044]	Revision P06	Amendment to label on existing B430 north of Ardley Village to correct typographical error which referenced 50mph but should have said 40mph in line with the speed limit plans Inclusion of Work No. 28 on list of works shown on this plan
Highway Plans GA Sheet 3	2.7C	Revision P05 [APP-045]	Revision P06	Inclusion of Work No. 25A on list of works shown on this plan
Highway Plans GA Sheet 4	2.7D	Revision P06 [APP-046]	Revision P07	Correction to typographical error at M40 J9 (A43 label corrected to A34)
Highway Plans Long Sections Sheet 02	2.7O	Revision P03 [APP-057]	Revision P04	Amendment to A43 Mainline vertical geometry to replace sag curve K value 20 with 37 to support the departure submissions (minor level changes that do not result in significant impact)
Highway Plans Long Sections Sheet 03	2.7P	Revision P03 [APP-058]	Revision P04	Amendment to M40 NB Merge vertical geometry to replace two crest curves K value 20 and 30 with 55 to remove departure (reduction in crest elevation which improves visibility but does not result in significant earthwork changes)

Document	Document no.	Previous version	Revised version	Amendment(s) made
Bridge Overview Plan	2.12	Revision P04 [APP-089]	Revision P05	Re-orientation of plan to north (to align with the same changes to the key plans made in response to the section 51 advice at acceptance) Amendment to Order Limits at Work Nos. 29 and 37 NR asset reference for Bridge 07 added
Draft DCO	3.1	Revision 2 [REP1-003]	Revision 3	Amendment to Schedule 8 to include specific reference to a 20mph temporary speed limit within Ardley during the construction period until opening of the Ardley Bypass* Updates to Schedule 16 to reflect updated certified plans for 2.3E, 2.7B, 2.7C, 2.7D, 2.7O and 2.12
Construction Traffic Management Plan (CTMP)	6.3A.10	Revision v2 [AS-064]	Revision v3	Amendment to TA Appendix 38 to replace the CTMP v4 with CTMP v5 that has updated to include specific reference to a 20mph temporary speed limit within Ardley during the construction period (as above) and inclusion of an additional figure (Figure 3) to specifically show the HGV construction traffic routeing requirements around Bicester
Walking, Cycling, Horse-Riding Assessment and Review (WCHAR) – Review Report	6.3A.02	Revision v2 [AS-056]	Revision v3	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 change described at Section 4 above, and opportunities S7 and S8: to capture the change described at Section 3 above

Document	Document no.	Previous version	Revised version	Amendment(s) made
Public Transport Strategy (PTS)	6.3A.02	Revision v2 [AS-056]	Revision v3	Amendment to TA Appendix 5 to replace the PTS v5 with PTS v7 that has been updated to incorporate minor text corrections requested by OCC and then additional updates requested by OCC following recent changes to the baseline bus services.
TA Addendum Appendix 1	6.3A.12	New document	Revision V1	Provision of Geometrical Layout Sheets 30 and 31 for Work No. 25A and 25B B430 Active Travel Route and Upper Heyford Road Junction (to support the departure submissions)

** this amendment would be beneficial in reducing the impact of construction traffic in Ardley prior to the opening of the Ardley Bypass during the construction phase; it could have been implemented using the general powers of Article 17 to impose temporary speed limits but the amendment makes this an explicit requirement. As it could have been implemented anyway under the DCO it is not considered to be a change.*

New documents

6.2 In responding to OCC's comments on the submitted DCO application, the Applicant prepared two additional technical notes as set out in the table below. In addition, since submission of the DCO application in March 2026, the Stage 1 Road Safety Audit has been completed as also set out in the table below. These documents are submitted into the Examination as part of a TA Addendum.

Document	Document Reference	Description of new document
Technical Note 'OxSRFI - OCC Comments on Highways and Transport Matters'	TA Addendum Appendix 2 ADC1794-RP-AX-v1	Sets out the Applicant's proposed response to the list of Highway and Transports matters raised by OCC following their review of the DCO application.
Technical Note 'OxSRFI – OCC Comments on Highways and Transport Matters Modelling Queries in Bicester and Wendlebury'	TA Addendum Appendix 3 ADC1794-RP-AY-v1	Provides clarification with regards to traffic rerouting associated with the performance of the Middleton Stoney Road/Kings End/Oxford Road mini-roundabout in Bicester, and the Opening Year traffic effects on the A41 and Wendlebury
Stage 1 Road Safety Audit	TA Addendum Appendix 4	Stage 1 Road Safety Audit for the highway works carried out in accordance with DMRB standard GG 119

6.3 The Stage 1 Road Safety Audit Response Report will be submitted once any changes to the highway works resulting from the Audit have been agreed with the relevant highway authority. The Applicant envisages this will be submitted at Deadline 3.

7.0 CONCLUSION

7.1 The Applicant considers that all of the changes proposed are reasonable and appropriate based on the ongoing dialogue with Oxfordshire County Council, Cherwell District Council, Natural England, the Berkshire, Buckinghamshire & Oxfordshire Wildlife Trust (BBOWT), Thames Water and affected landowners.

7.2 The Applicant considers that none of the changes will materially alter the nature of the project originally applied for.

8.0 LIST OF AMENDED DOCUMENTS AND PLANS RELATED TO THE CHANGE REQUEST

8.1 The following table is a complete list of all documents and plans that have been updated in relation to the change request.

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
Land Plans: • Key Plan • Sheet 02 • Sheet 05 • Sheet 09 • Sheet 10	• 2.1 • 2.1B • 2.1E • 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	• 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	2.3	Order limits changes
Access and Rights of Way Plans Sheet 02	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	2.3D	Provide permissive cycle track (for pedestrians and cyclists) from perimeter bridleway to the main site estate road.
Access and Rights of Way Plans Sheet 04	2.3E	Correction to bridge no. typographical error
Location Plans Order Limits	2.4	Order limits changes – amendments to Work Nos. 29, 35, 37 and 39
Location Plans Order Limits (low res)	2.4	Order limits changes – amendments to Work Nos. 29, 35, 37 and 39
Parameters Plan	2.5	Order limits changes – field to the NW of the Main Site
Illustrative Masterplan	2.6	Order limits changes – fields to the NW of the Main Site and pedestrian / cyclist route across the Main Site amended

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
Highways Plans GA Key Plan	2.7	Order limits changes Changes to highway layout as set out below for detailed sheets
Highways Plans GA Sheet 2	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
Highways Plans GA Sheet 3	2.7C	Inclusion of Work No. 25A on list of works shown on this plan
Highways Plans GA Sheet 4	2.7D	Correction to typographical error at M40 J9 (A43 label corrected to A34)
Highways Plans GA Sheet 5	2.7E	Order limits changes Layout of third party schemes updated in the area of the A4095/B4030 roundabout
Highway Plans Long sections Sheet 02	2.7O	Amendment to A43 Mainline vertical geometry to replace sag curve K value 20 with 37 to support the departure submissions (minor level changes that do not result in significant impact)
Highway Plans Long sections Sheet 03	2.7P	Amendment to M40 NB Merge vertical geometry to replace two crest curves K value 20 and 30 with 55 to remove departure (reduction in crest elevation which improves visibility but does not result in significant earthwork changes)
Highway Plans Long sections Sheet 09	2.7V	A4095/B4030 roundabout works: long sections added
Speed Limit Plans Sheet Key Plan	2.10	Sheet 7 added
Speed Limit Plans Sheet 02	2.10B	Ardley to Somerton (including Quarry Cottages) speed limits added Ardley Road (to Bucknell) amended

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
Speed Limit Plans Sheet 06	2.10F	Bucknell to Bicester speed limit reduced to 30mph
Speed Limit Plans Sheet 07	2.10G	New Plan: Ardley to Somerton (including Quarry Cottages) speed limits added
Bridge Overview Plan	2.12	Order limits changes Bridge 06 Network Rail new reference added
Components of Development Plan	2.13	Order limits changes
Tree and Hedgerow Retention and Removal Plans Key Plan	2.15	Order limits changes
Tree and Hedgerow Retention and Removal Plans Sheet 2	2.15B	Order limits changes
Tree and Hedgerow Retention and Removal Plans Sheet 9	2.15I	Order limits changes
Draft development consent order	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	3.2	Updates to the Explanatory Memorandum to reflect the changes made to the draft DCO
Statement of Reasons	4.1	Order limits changes
Book of Reference	4.3	Order limits changes
LRN Tracker	4.4	Order limits changes
Schedule of Changes to the Book of Reference	4.5	To describe the changes made to the Book of Reference resulting from the Change Request.
Planning Statement	5.4	Updates to description of development / GI areas
Planning Statement Appendix 2 NPS Policy Compliance Tracker	5.4B	None

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
Design Approach Document - Main Site	5.5A	Changes to reflect Order limits and mitigation changes
Design Approach Document – Highways	5.5C	A4095/B4030 roundabout works changes and speed limit changes as described above
ES Addendum to reflect the revised mitigation and Order limit changes	6.18	To address the environmental effects of the proposed changes to the Order limits to reflect the revised mitigation
Replacement full ES Chapter 6 Ecology including Arboriculture	6.6	Revised chapter to reflect ecological mitigation changes and Order limits changes.
ES Appendix 2.3 Construction Environmental Management Plan	6.2C	Order limits changes to appendices
ES Appendix 3.1: Transport Assessment - part 2 of 11	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 Assessment - part 10 of 11	6.3A.10	Amendment to TA Appendix 38 to replace the Construction Traffic Management Plan (CTMP) v4 with 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 routeing requirements around Bicester as agreed with OCC.

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
TA Report Addendum	6.3A.12	TA Addendum prepared to capture additional documents and drawings that have been prepared since the submission.
ES Appendix 5.12 Operational Road Traffic Noise Predictions and Assessment	6.5L	Updated to include a plan of the properties relating to NSR T10, with minor corrections also updated.
ES Appendix 6.1 Ecological Appraisal Report	6.6A	Ecological mitigation and Order limits changes
ES Appendix 6.5 Bird Survey Report	6.6E	Ecological mitigation and Order limits changes.
ES Appendix 6.8 Arboricultural Assessment	6.6H	Order limits changes
ES Appendix 6.9 Biodiversity Net Gain Assessment (Part 1)	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 (Parts 2a, 2b, 2c)	6.6I	Ecological mitigation and Order limits changes, updates to tree plans and updates to BNG/HMMP assessments. Now divided into three parts to reflect updates to the latest metric (excel document cannot be merged).
ES Appendix 6.10 Shadow Habitats Regulation Assessment	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	6.6K	Ecological mitigation and Order limits changes, updates to tree plans and classifications, updates to BNG/HMMP assessments.
ES Appendix 9.2 Flood Risk Assessment	6.9B.01	Order limits changes
ES Appendix 9.2 Flood Risk Assessment	6.9B.02	Order limits changes

Document/drawing	Applicant Document Number	Reason/s for change in relation to Change Request
ES Appendix 9.3 Sustainable Drainage Statement - Main Site	6.9C	Order limits changes Minor updates to the foul outfall arrangement within Middleton Stoney Road in Bicester, following discussions with Thames Water.
ES Appendix 9.4 Sustainable Drainage Statement - Offsite and Highways	6.9D	Order limits changes
ES Appendix 9.5 Water Framework Directive Assessment	6.9E	Order limits changes
ES Appendix 11.9 Ardley Trackways Technical Note	6.11I	Order limits changes
ES Appendix 11.10 Jurassic Rock Exposure Technical Note	6.11J	Order limits changes
ES Appendix 14.1 Soils and Agricultural Report	6.14A	Order limits changes and update to site numbers/areas to reflect revised Order limits.
ES Non-Technical Summary	6.30	Minor updates to reflect order limits changes in terms of ecology and highways.
ES Non-Technical Summary Appendices	6.30A	Updates to the drawings included to reflect changes to order limits changes

APPENDIX 1

Thames Water correspondence

[redacted]

From: [redacted]
Sent: 04 September 2026 11:03
To: [redacted]
Cc:
Subject: RE: Oxfordshire SRFI - Foul Drainage Connection

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi [redacted]

In principle, Thames Water would have no objection to constructing a new manhole on the existing sewer upstream of MH2403, if required to facilitate the connection.

Please note that if flows are to discharge from a rising main into the existing gravity sewer network, a suitable break chamber would be required prior to the connection and that any works within Middleton Stoney Road are likely to require appropriate traffic management, flow management, and consideration of potential utility clashes.

I trust this helps inform your decision on the DCO boundary.

Kind Regards,

Jeffrey Okai
Senior Project Engineer
Developer Services - Complex Customer Projects
[redacted]
Clearwater Court, Vastern Road, Reading, RG1 8DB



From: [redacted]
Sent: 02 September 2026 14:54
To: [redacted]
Cc: [redacted]
Subject: RE: Oxfordshire SRFI - Foul Drainage Connection

This e-mail originated from outside of Thames Water. Do not click links, open attachments or reply, unless you recognise the sender's e-mail address and know the content is safe. If in doubt, contact the Digital Service Desk. Report Phishing via the Report Message option.

Hi Jeffrey

Good to meet with you and appreciate you getting back to us so quickly.

As discussed earlier, we really do need to make a decision on the DCO boundary / additional land parcel this week. We can undertake CCTV surveys in the area to confirm but this will obviously take some time.

As an alternative solution, it would be helpful to have Thames agreement (in principle) to a new manhole being constructed on the sewer just upstream of MH2403. Please can you confirm this approach is acceptable should we need to?

Regards

[redacted]
Associate Director | BWB Consulting Limited

M: [redacted] | **W:** bwbconsulting.com

From: [redacted]
Sent: 02 September 2026 13:58
To: [redacted]
Subject: RE: Oxfordshire SRFI - Foul Drainage Connection

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi [redacted] and [redacted]

It was a pleasure meeting you earlier.

Based on our review of the topographical survey together with the available street mapping records, it is likely that the manhole identified within the footpath adjacent to the crossing is MH2403. On that basis, the proposed connection to MH2403 would seem to align with our current understanding of the network in this area.

However, before providing definitive confirmation, we would need to be 100% certain that the surveyed chamber is the same asset as MH2403. While the available evidence points towards this being the case, we would recommend undertaking a CCTV/connectivity survey to verify the sewer alignment and chamber identity. This would ensure that any decision is supported by conclusive evidence and remove any ambiguity arising from the apparent discrepancy between the surveyed layout and the historical records.

Subject to the connectivity survey confirming the chamber identity and network arrangement, we would be in a position to provide greater confidence regarding the suitability of the proposed connection.

Kind regards,

Jeffrey Okai
Senior Project Engineer
Developer Services - Complex Customer Projects
[redacted]
Clearwater Court, Vastern Road, Reading, RG1 8DB



From: [redacted]
Sent: 02 September 2026 12:25
To: [redacted]
Subject: FW: Oxfordshire SRFI - Foul Drainage Connection

[redacted]
For your information and action, please.

Thanks,
[redacted]

From: [redacted]
Sent: 21 August 2026 14:10
To: [redacted]
Subject: RE: Oxfordshire SRFI - Foul Drainage Connection

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H[redacted]

Just following on from the below email which we would really appreciate your thoughts on. We have since surveyed the area to try and confirm exact locations of the TW assets. I attach the survey for your reference.

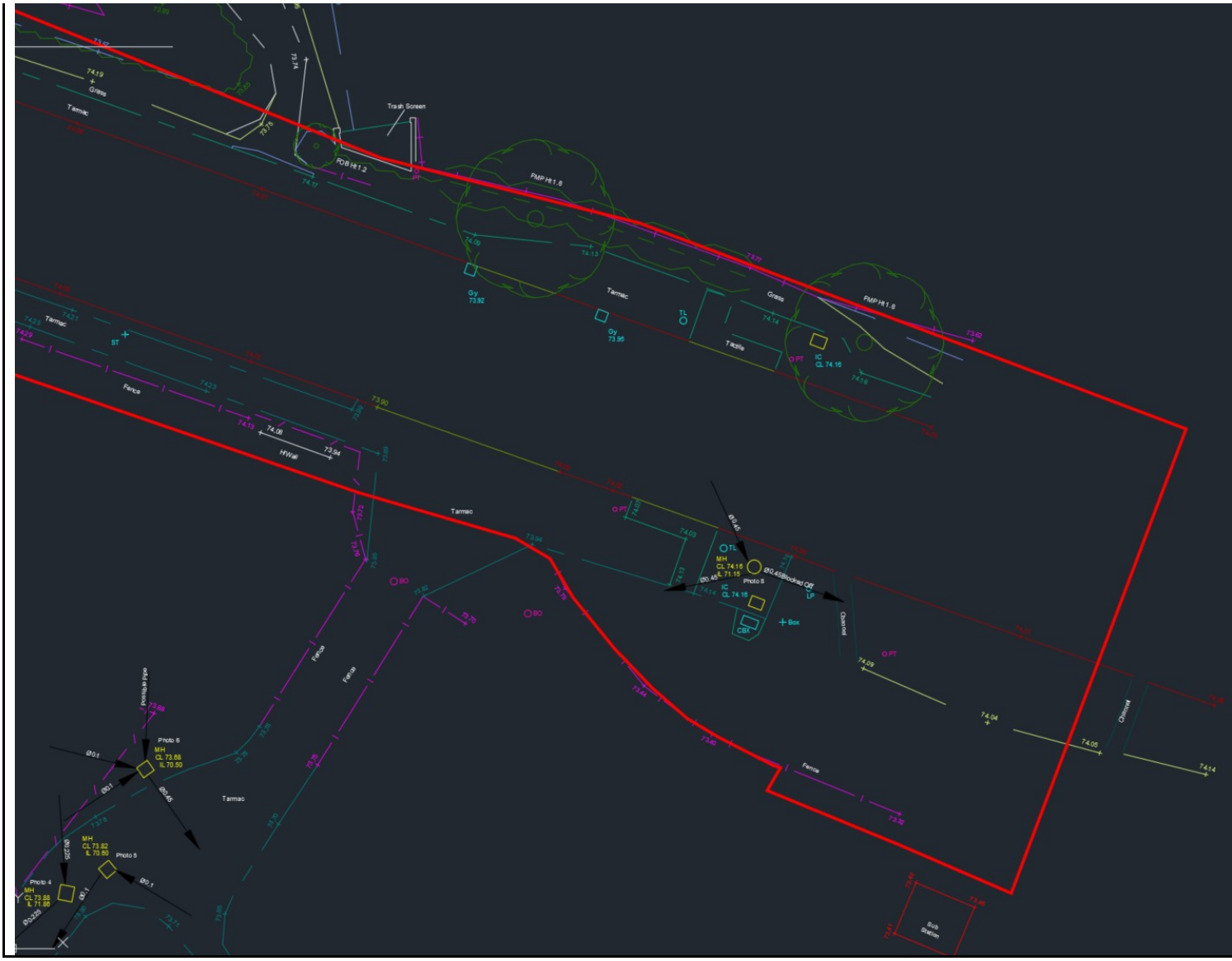
From observations it would seem MH 2403 is the circular manhole cover within the footpath, just next to the crossing. The original point of connection would not appear to be suitable now with the sewer actually running between MH 2401 – 2402 – 2403, slightly contrary to records. I would therefore propose the connection directly to 2403, as per Thames current proposals.

Can you confirm this is your understanding of the network in the area and that the connection to the Thames Water system would be suitable within the public highway via MH2403?

Street view



Survey / Order limits overlay



Regards

[redacted]
Associate Director | BWB Consulting Limited

M: [redacted] | **W:** bwbconsulting.com

APPENDIX 2

Countryside Properties (Bicester) Limited correspondence

[redacted]

From: [redacted]
Sent: 14 October 2026 10:58
To: [redacted]
Cc: [redacted]
Subject: RE: OxSRFI - Countryside Properties (Bicester) Limited

External e-mail - *Please think before clicking any links or opening attachments.*

Hi [redacted]

Thank you for your email and update.

We note your confirmation that no rights are required over land owned by Countryside Properties (Bicester) Limited and the relevant parcel will be removed from the Order Limits.

Based on the information provided, we have no further comments at this stage. Should the position change, including any future requirement for rights over or access to our land, Countryside Properties (Bicester) Limited reserves its position in relation to the proposals.

We would be grateful if you could keep us informed of any changes to the scheme which may affect our interests.

Kind regards,

[redacted]

Rory Abbey MRICS
Senior Land & Development Manager
Mobile: [redacted]

Vistry Strategic Land
Cleeve Hall | Bishops Cleeve | Cheltenham | Gloucestershire | GL52 8GD

Vistry
Bovis Homes Est. 1885 Linden Homes COUNTRYSIDE Homes Countryside Partnerships

Supporting **Crisis** as our charity partner for 2026
Working together to end homelessness

APPENDIX 3

Bicester to Bucknell Road: Correspondence with Audit Team and OCC

[redacted]

From: [redacted]

Sent: 13 October 2026 10:27

To: [redacted]

Cc: [redacted] Oxfordshire County Council; [redacted] Oxfordshire County Council

Subject: RE: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit

Sounds good, thank you.

Kind Regards

[redacted] ***RegDME(IHE), EngTech AMCIHT, MTPS***
Transport Development Management Technical Lead (Strategic Sites)
Planning Regulation and Enforcement
Economy and Place Directorate
[redacted]

Certified Carbon Literate

OXFORDSHIRE COUNTY COUNCIL

CIHT Associate Member 2026

Useful Links:
Oxfordshire's Decide & Provide approach, Parking Standards for New Developments and Street Design Guide
Section 38, Section 278 and Private Street Agreements
Highway Standard Details
Lane Rental Scheme

From: [redacted]>

Sent: 13 October 2026 10:24

To: [redacted]

Subject: RE: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit

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Thanks [redacted]

Yes we are indeed proposing to include the 30mph speed limit within the DCO change request (which will avoid a further TRO). The change request will be made at Deadline 2.

Thank you for chasing the s106 cost estimate.

Best regards

Simon

Simon Hilditch
Director (Infrastructure Design) | BWB Consulting Limited
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
M [redacted] **W** www.bwbconsulting.com

From: [redacted]
Sent: 13 October 2026 10:20
To: [redacted]
Cc: [redacted]
Subject: RE: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit
Importance: High

Hi [redacted]

Thanks for your email.

I can confirm that OCC is supportive of the proposed reduction in speed limit from the national speed limit to 30mph as part of the Bicester Road cycle scheme.

However, having reviewed Schedule 8 of the draft DCO, I note that Bicester Road is currently referenced under the proposed 20mph and 40mph restrictions, but not the 30mph restriction associated with this scheme.

If the intention is to secure the 30mph restriction through the DCO, this will need to be included within the relevant provisions and plans. Otherwise, OCC would need to undertake a separate TRO process, including the associated amendment and public consultation costs. These costs would therefore need to be included within the overall scheme cost estimate and secured through the S106 contribution.

Separately, I'm still trying to obtain internal validation of the applicant's cost estimate for the Bicester Road cycle scheme, so please bear with me while I progress this.

Thanks,

Kind Regards

[redacted] ***RegDME(IHE), EngTech AMCIHT, MTPS***
Transport Development Management Technical Lead (Strategic Sites)
Planning Regulation and Enforcement
Economy and Place Directorate
Email: [redacted]

Certified Carbon Literate

OXFORDSHIRE COUNTY COUNCIL

Useful Links:
Oxfordshire's Decide & Provide approach, Parking Standards for New Developments and Street Design Guide
Section 38, Section 278 and Private Street Agreements
Highway Standard Details
Lane Rental Scheme

From: [redacted]
Sent: 13 October 2026 10:10
To: [redacted]
Subject: FW: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit
Importance: High

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [redacted]

Please see the below exchange with respect to the Road Safety Audit for the Bicester to Bucknell Active Travel Scheme. On this basis we are proposing to include within the formal change request to the ExA a change of speed limit on this road to 30mph (for context the existing is national and the current proposal at examination is 40mph).

I should be grateful if you would confirm that OCC are in agreement with this as soon as possible (as we are finalising all the information for the formal change request this week ready to submit at Deadline 2 on the 26th Oct).

I look forward to hearing from you

Best regards

Simon

Simon Hilditch
Director (Infrastructure Design) | BWB Consulting Limited
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
[redacted] **W** www.bwbconsulting.com

[redacted]
Subject: RE: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit

Simon,

Whilst we are currently just finalising the Stage 1 Road Safety Audit, for the Bicester Road Active Travel Scheme, which will be issued to you later this week, we can confirm that we as the Audit Team have not raised any issues within the report with regards to the proposed 30mph speed limit.

Kind Regards,

[redacted]
Associate Director
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
[redacted]

[redacted]
Subject: OxSRFI Bicester to Bucknell Active Travel Scheme - Speed Limit

[redacted]

You are currently undertaking the Stage 1 RSA for the Bicester to Bucknell Active Travel Scheme.

The submitted DCO included for a 40mph speed limit along this road. However, following development of the active travel scheme and liaison with OCC, and as set out in the RSA1 brief, a 30mph limit is now proposed. In advance of your issue of the Audit report please can you advise if you have raised any concerns regarding the now proposed 30mph speed limit.

The reason for asking this now is because we are finalising a formal Change Request for the DCO and we want to include the change of speed limit on this road within that request.

I look forward to hearing from you

Best regards

Simon

Simon Hilditch
Director (Infrastructure Design) | BWB Consulting Limited
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
[redacted] **W** www.bwbconsulting.com

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