

PRESENTATION TO OCC COUNCIL MEETING (MS Teams) 10.15 AM TUESDAY 9TH FEBRUARY 2021.

Good morning

Thank you for this opportunity.

My name is Chris Hancock I speak on behalf on the Parish Council and residents of Appleford.

We wish to comment on a section of the proposed relief road, part of the HIF1 scheme approved by Cabinet on 21st July last., This section runs north of Didcot Power Station to a new bridge crossing over the River Thames.

We have surveyed the views of all residents in Appleford and are instructed to speak for them.

Appleford does not object to the principle of a road between Didcot to Culham. We accept that traffic and future development will require this.

However, we are concerned that the current alignment for this section of the road presents serious consequences for residents living adjacent to this road.

This proposed route requires the road, cycleway, and footway to bridge over Appleford Sidings. This is a private freight railway siding used by Hanson and others. This will require that the total highway will have to be raised on embankments, higher than the roofline of adjacent properties, for a considerable distance either side of the bridge.

Subsequent to the OCC consultation exercise in April last, Hanson secured planning approval, to triple the size of the sidings by building extra tracks. These will be built this year. This was not included in the road proposal. This considerably increases the cost, size, and complexity of a road bridge. As you can see from the illustration behind me. The Three major impacts of this high-level road will be felt as noise, traffic pollution and visual intrusion.

We anticipate noise from four sources, road traffic over the bridge, train movements below the bridge, interaction of the train movements and the bridge (reflected noise) and the vibration of the bridge structure. The cumulative effect of noise will be most severely felt for residents of Main Road in Appleford, facing the sidings.

It is recognised that dealing with vehicle noise from an elevated road is twice as difficult as dealing with noise from a road at ground level. Attenuation by the ground surface is lost.

Secondly dealing with the vehicle emissions, and particulates from an elevated road is considerably more difficult than for a road at ground level. Appleford is upwind of the proposed road and we are concerned about the health effects.

Thirdly a raised road will dominate the skyline to the west of Appleford and increase the prominence in the landscape. Noise and pollution screens would add considerably more to the height.

The possible construction costs are large. Similar road bridges elsewhere in the county have cost between £15M and £25M.

The costs and environmental consequences are not inevitable. We believe an adjusted alignment of the road within the same land corridor north of Didcot Power Station could allow the road to be constructed with less damage to adjacent communities.

We request that OCC investigate the alternatives that will avoid the need to bridge over the railway sidings and permit the road to be routed at ground level. You have received a plan of possible alternatives.

The Parish Council have met with OCC transport planners and we wish to work with them to find a solution to avoid the cost and environmental impacts of a high-level road.

The current alignment is not acceptable to the Parish of Appleford. We know this view is shared within Sutton Courtenay and Culham communities.

The Council's approval recognised that variations to alignments may be required. We are asking now for a review of the railway bridge proposal.

Thank you.