

part of the rurality that constitutes the sense of place of the village, which is threatened by this interchange.

Sample 33:

I am very concerned about the addition pollution the additional runway will create around my home as I have a history of sclerosis and I moved to this home to improve my general and mental health. Having a huge number of planes potentially coming over my home is hugely distressing and I dread it happening

Sample 34:

In addition to the Elm Corner, Ockham group DCO response, we write in the capacity of being joint freehold owners and occupiers of Insole court, Elm Corner, Oxford CR1 5VM property which will be affected by the proposed works. If consented, the proposed works will involve changes to the access arrangements to the Property. Presently, the property is accessed via Elm Lane, an adopted public highway which is accessed via a junction with the A3 (Westbound carriageway). Elm Lane in turn provides access to Elm Corner. The proposed works will require that the western section of Elm Lane to be 'stopped up', with no access to the Property from the A3 trunk road. Alternative access is proposed by Highways England through the construction of a new road to replace the existing BOAT 525 byway, currently unsuitable to most vehicles, that connects Elm Lane and Old Lane to the east. This will require the widening of the existing road and track, creation of turning heads, stopping up of Elm Lane and realignment of existing private access off Elm Lane, which requires the acquisition of land. Part of the Property is proposed to be acquired to facilitate these works. Whilst there has been some engagement with Highways England as to the nature of the works, these discussions have not provided the necessary level of assurance that the works will be undertaken in a fashion that: (i) maintains vehicular access to the Property at all times and minimises disruption to residents; (ii) minimises the amount of land to be acquired; (iii) ensures that the works required to the private accesses of properties is properly managed with the owner having the requisite level of input and control over building materials, timing of works, revised boundary treatments/features, etc.; and (iv) addresses the reinstatement of boundary features following the acquisition of land. Highways England should work with property owners and residents to ensure that the extent of works and necessary commitments are entered into in advance of the appointment of contractors and commencement of the works. We hereby request that we are registered as an Interested Party so that we can contribute in the examination process regarding the Order. The above summarises our concerns in respect of Highways England's proposals and we reserve the right to add to these