



Abingdon-on-Thames Town Council

Royse Court Offices, Bridge Street, Abingdon, OX14 3HU

Cherie Carruthers, Town Clerk/Chief Executive

Telephone: 01235 522642

Email: enquiries@abingdon.gov.uk

Website: www.abingdon.gov.uk

Report to	Planning Committee
Meeting date	3 rd November 2025
Report author	
Agenda item	8b Culham Development
Report subject	Culham No 1 Site Planning Amendment – P24/S179/O

Planning Application for Culham Development:

[P24/S1759/O](#)

Culham No 1 Site Abingdon Road near Culham OX14 3DA

Demolition of buildings and outline planning application (with all matters reserved) for a phased development of employment floorspace [Use Class E(g), B2 and B8] and all or any of the following uses: hotel floorspace [Use Class C1]; retail floorspace [Use Class E(a) and (b)]; health club / gym floorspace [Use Class E(d)]; creche / childrens nursery floorspace [Use Class E(f)]; restaurant / public house floorspace [Sui Generis]; with all associated landscaping and infrastructure. (As updated by information received 15/07/24, 20/09/24, 24/09/24, 29/01/25 and 04/03/25 and updated plans/information [including updated Environmental Statement] received 16/09/25 and additional information received 20 October2025)

Abingdon-on-Thames Town Council comment: 19th July 2024, 23rd February 2025, 17th March and 26th March

Abingdon-on-Thames Town Council objects to the application for the following reasons:

1. Construction Construction traffic needs to be totally prohibited from using the town and bridge. Although the proposed route is Golden Balls roundabout to the site there is the strong possibility that any A34 traffic to the site will use the town.
2. Abingdon Bridge The bridge recently had a significant time under repair with single lane working. Construction or increased traffic flows once new businesses are in place are not considered appropriate.
3. Increased traffic flows The increased ongoing traffic in the town centre will create further bottlenecks, increased pollution and noise and increased public transport delays which is contrary to current town and district and county aims.
4. Active Travel There is no mention of upgrading Abingdon to Culham cycleway which needs significant improvement to encourage a reduction in car usage to mitigate point 3 above and improve public transport service times, in line with current OCC plans.

In view of the significant impacts of the overall Culham Science Village masterplan on the Abingdon area, Abingdon-on-Thames Town Council wishes to be considered a statutory consultee for the future planning applications.

Abingdon-on-Thames Town Council comment: 13th October 2025

Having read through the revised traffic assessments, Abingdon Town Council objects to the application on the basis that:

1. Abingdon Town Council agree with and support the many concerns raised by OCC Highways regarding the impacts on traffic flows and congestion in both Abingdon town centre and the approach and ring roads irrespective of the traffic modelling provided by Glanville consultants.
2. The stand alone business expansion proposed, as opposed from the housing and business expansion originally envisaged means that all employment generated will add additional journeys which could have been partially mitigated by the joint phased housing and business approach.
3. The joint phased approach would have also added housing capacity for other expansions of the Culham Campus area, including repurposing of JET, which have already been announced. Employment that attracts people to our area is to be welcomed but with no housing provision they will settle in the surrounding area and will be less likely to move once they and family are settled, losing one of the original main aims of the main Science Village plan to have local employment reducing travel.
4. Traffic modelling states Didcot methodologies shouldn't be used as Abingdon not having equivalent housing density. Abingdon Town Council disputes the housing statement. We already have multiple housing development in and immediately on Abingdon's borders , including current northern developments, Church Farm Radley, Dalton Barracks and SESRO traffic concerns
5. The modelling states once provided the Lodge Hill slips will take traffic away from Abingdon town. Abingdon is basically a medieval town centre road network with a single bridge crossing the Thames. Lodge Hill slips will reduce round the perimeter traffic, but any travel to Culham No 1 site from any of the listed developments, and villages like Marcham, Wootton or Radley, will still have to come through the town to cross the Thames, adding to congestion levels .
6. The active travel mitigations of the North Abingdon / Radley cycle and footway with its river bridge has been removed stating that the housing is needed to be built to enable delivery. Abingdon Town Council strongly object to this omission as it is an essential mitigation to avoid increasing through town centre congestion. This should not be negotiable.
7. A415 to Abingdon cycleway upgrades will be essential all the way through from Abingdon to Culham. These improvements should be a priority and happen prior to any occupations on the site if permission were to be granted.
8. Although the reports are stated to be updated there is still much reference to 2022 data which the Council believes should be fully updated due to the many changes ongoing. For instance, National Cycleway 5 current upgrades linking North and South Abingdon that don't address or mitigate vehicle travel to this site doesn't appear to have been included.

For these multiple reasons Abingdon Town Council strongly objects to this application as it undoes a lot of the effects of the current traffic improvement works being completed around the town.

The Council does support increased employment and economic activity in the Science Vale area but it has to be on a balanced well planned basis that doesn't adversely impact existing residents and their quality of life.