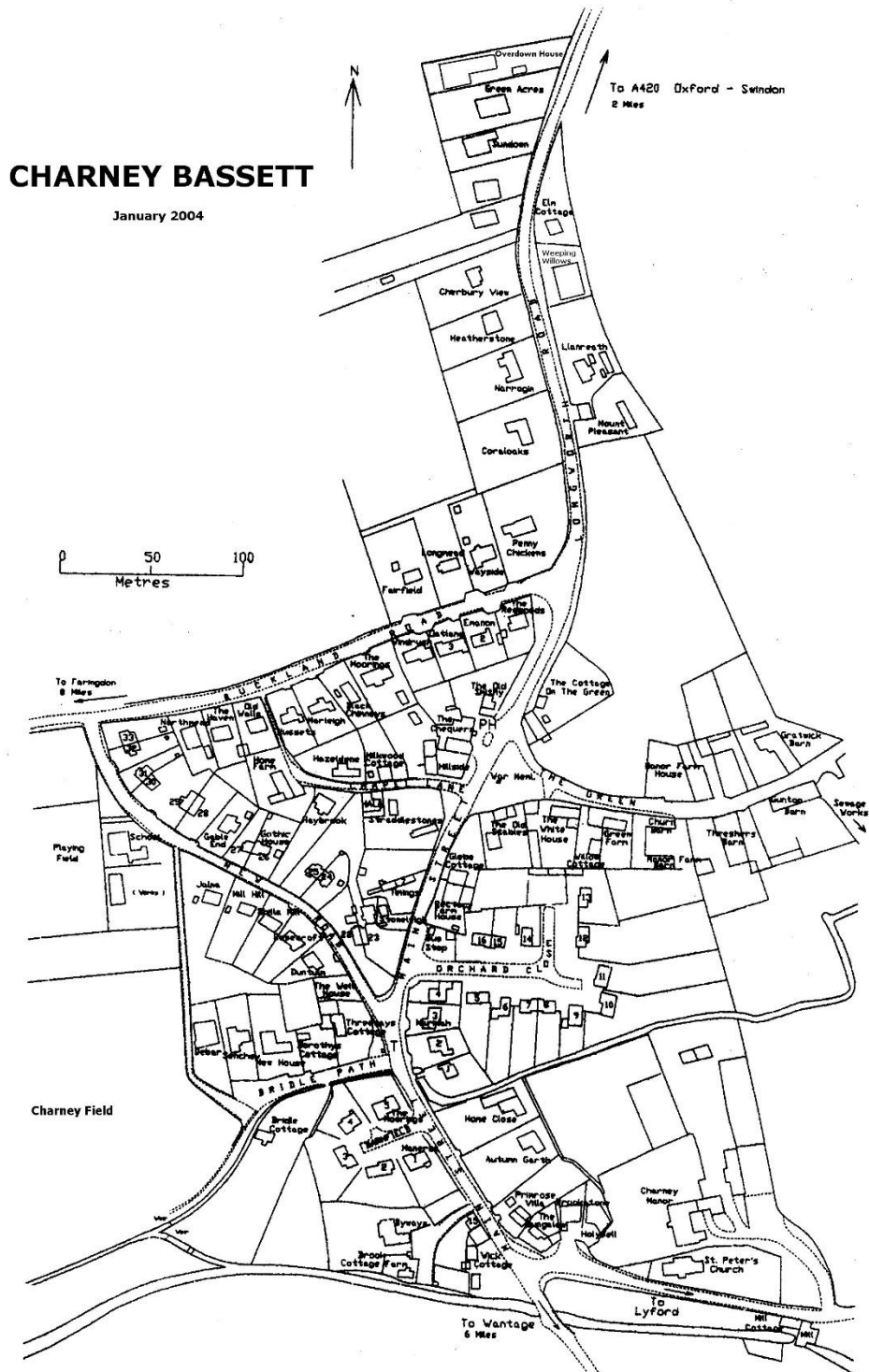


APPENDIX 1: MAP OF CHARNEY BASSETT VILLAGE



APPENDIX 2: HGV PHOTOS



**Longworth Road heading south
from A420 toward Charney.**

(Left) HGV Breakdown truck
south of RDA (3rd June 2025).

(Below left). Low loader Lodge
Farm (7th February 2024).

(Below right). Low loader with
grab arm; Hunters Moon (same).





Charney Village: junction Main Street and Lyford Road.

(Left) Low loader with Container and trailer heading north on Main Street (11th May 2023).

(Below left) Car Transporter heading west on Lyford Road (29th June 2023).

(Below right) Tipper truck (22nd September 2025).





Junction of Main Street with Bridle Path

(left) Pantechnicon heading south
And onto Lyford Road
(26th November 2025)

(Below left) Low loader with grab
Arm and (below) low loader with
container both heading south on
Main Street (31st May 2025 and
2nd January 2026).



Above: freight carrier heading north on Main St
(7th January 2026)

Lyford Road immediately east of Lyford Bridge

Porcelalona Bathrooms/Kitchens lorry heading east from Charney Bassett and over Ock Bridge to gain access to Lyford Business Park via its 'Emergency Access' gate (26th August 2025).

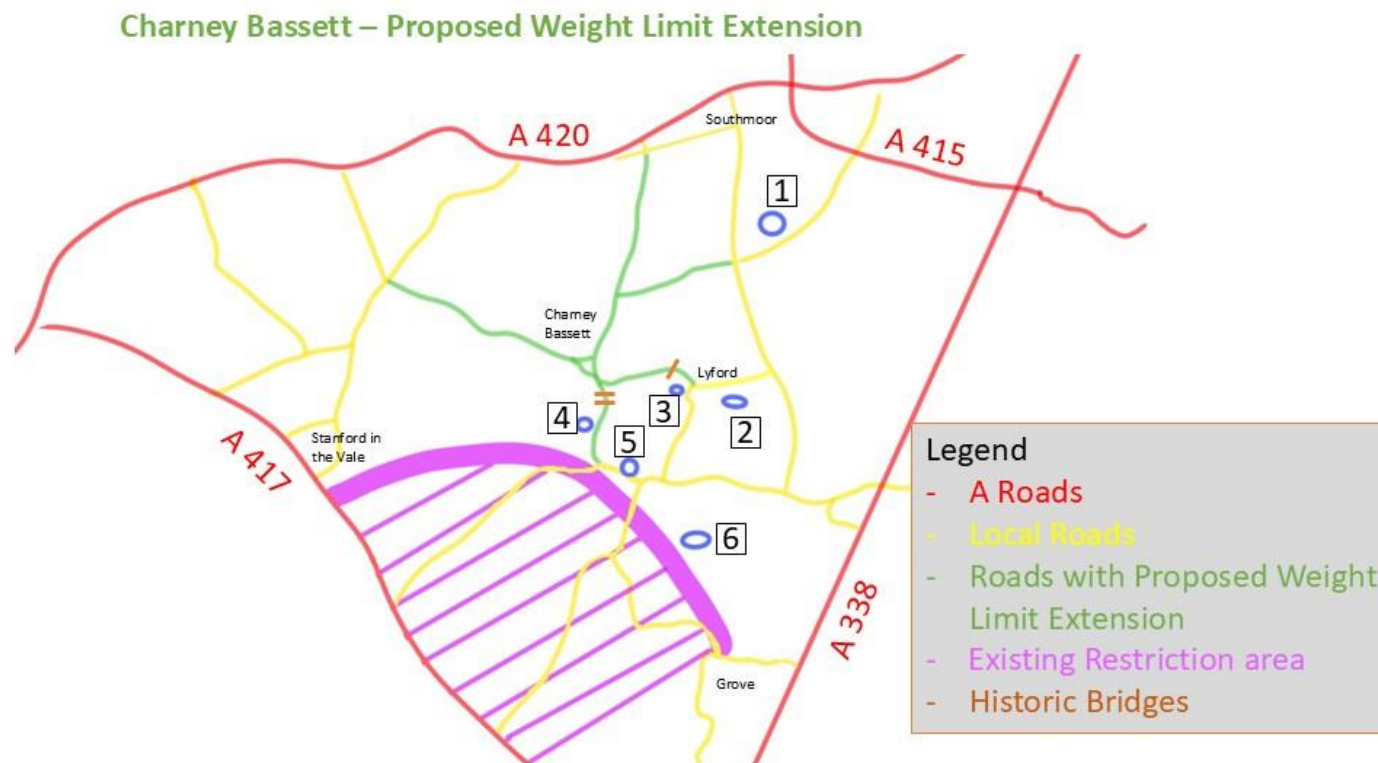


Damage to Lyford Bridge

The first two photos show the initial damage to the bridge northern parapet which before its removal extended close to the footpath sign. The second incident involved even more substantial damage and removed most of the parapet directly above the bridge's twin arches.



APPENDIX 3: MAP – Weight Restriction Area (existing and proposed) and Site Locations



APPENDIX 4

COMMERCIAL PREMISES LINKED TO HGV MOVEMENTS

Site locations are shown on the map at Appendix 3.

SITE 1

Swannybrook Farm, Fyfield Wick

Commercial development around these farm buildings includes a recycled aggregate depot. The potential for environmental damage by HGVs was recognised in a planning permission recently granted by OCC for further site expansion (MW.0134/19). This consent was made subject to a Routeing Agreement – successfully concluded – that requires HGV traffic to avoid named villages in the area. The Parish Council lobbied for Charney Bassett to be included in the cordon and this was agreed by OCC. Despite this, NAP Grabhire lorries from the site are sometimes reported to drive through Charney Bassett. Although it is possible such movements could be connected to a village user (and thus not in breach of the agreement) this seems unlikely for loads of this type.

SITE 2

Lyford Business Park, Lyford

Farm buildings (formerly Cobweb Buildings - some 2,500 sq.m) were given planning permission (retrospectively) for commercial use following a public inquiry in 2005 (ref P03/V0582/COU). A routeing plan showing how traffic could access the site in a way that could avoid Charney Bassett was presented to the Planning Inspector by the owner but never made subject to a planning condition. Commercial traffic, including HGVs, has been coming to and from these buildings via Charney Bassett ever since, including visits by a car transporter and trailer (photo at Appendix 2).

Vale Planning Officers then granted a further permission in 2018 for two new commercial buildings (P17/V2509/FUL) adding a further 2,000 sq.m floorspace to the site. The impact of lorry traffic on Charney Bassett appears not to have been considered. The buildings were subsequently built, but apparently in the wrong place. So, a further application had to be made (P23/V0798/FUL) and this was decided at a meeting of the Vale Planning Committee. The Parish Council successfully lobbied at the meeting for the previously agreed traffic plan to this time be made the subject of a Routeing Agreement. This would require that lorry traffic only accesses the site via Winter Lane (to the east) and not through Charney Bassett (to the west).

More than two years after the planning meeting the required agreement has yet to be signed; so, the application remains undetermined, the buildings remain unauthorised but in full use and serviced by lorries that can access the A420 via Charney Bassett. Although the owner has installed directional signs on site asking traffic to exit the site in an easterly direction (away from Charney Bassett) this cannot be enforced and can have no influence on lorries coming to the site. It is possible that the buildings have become authorised due to passage of time and no enforcement by the Vale Planning Authority.

SITE 3

Tally's Buildings, Lyford

Farm buildings on this site are believed to cover some 2,000 sq.m and have been converted to commercial use. None of the uses have planning permission save for a small brick building (circa 70 sq.m) used as an office. Vale Planners have suggested that the commercial uses were begun more

than 10 years ago and therefore outside planning control. It is likely the buildings have been used for multiple purposes, triggering a change of use, but we have no means of knowing this. Other development without planning permission is currently under investigation on the site. We believe every opportunity should be taken to make sure that lorry traffic should be required to avoid Charney Bassett and use the Lyford Business Park preferred routeing plan.

SITE 4

Blenheim Field, Charney Bassett

In 2017 planning permission was granted (P17/V2341/FUL) on this paddock for a large prefabricated farm building to replace a small stable. Ordinarily this would have qualified as 'agricultural permitted development' but the site's limited acreage required that a full permission was needed. Use of the building for non-agricultural purposes has previously been requested, and the tall solid gates at the site entrance add weight to a suspicion that the long-term aim is for the site to be used for purposes other than for agriculture.

The building was found to be built larger than first approved so a further permission (P24/V2614.S73) had to be obtained. Application was also made (P23/V1395/FUL) for a second 'agricultural' building and, although refused for now, there are understandable concerns that the planning process alone will be unable to prevent a commercial use served by HGVs developing (as site 5 - below).

SITE 5

Long Meadow Barn, Denchworth

Until recently this site was a green field with a small agricultural building (erected as permitted development in 2008 - P08/V1330/AG). Permission was first granted (retrospectively - P21/V0148/FUL) for the building to be used for car repairs – conditioned to require various unauthorised shipping containers and structures that had been introduced to be removed. But rather than enforce that condition, Vale Planners chose to grant a further planning permission (P24/V1896/FUL) for a larger commercial operation that includes the storage and repair of shipping containers. These are brought to and from the site on HGV low loaders – often involving a trailer – that gain access to A420 through Charney Bassett (photos Appendix 2). Worryingly, in its consultation response ('No Objection') OCC Highways ignored Parish Council concerns about HGVs and the precedent set by other planning decisions (Swannybrook Farm and Lyford Business Park). This appears to have been due to a verbal assurance given by the applicant (not conditioned and not enforceable) to only use one lorry.

SITE 6

Denchworth Solar Farm (West Hanney)

Permission has been granted on appeal (P23/V2673/FUL) for a solar farm on land between Denchworth and West Hanney. The construction phase extends to 6 months with materials brought to the site on HGVs some 16.5m in length (8x2 movements per day). A condition requires that a construction lorry route to and from the site be agreed. During the Vale's consideration of the application, it became clear that the applicant's favoured route (initially from A417 via Goosey, but obviously precluded by the Denchworth Order) was from A420 via Charney Bassett. This despite OCC expressing a preference for an alternative route (from A420 via A415 and Winter Lane). We are not yet sure that agreement has been reached on the discharge of this condition. This application provides further evidence of the pressure for commercial development in the area north of the Denchworth Order and the very real prospect of further HGV traffic through Charney Bassett.



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Sat nav 'threatens to r

Buildings and bridges are being destroyed by drivers who get stuck, say conservationists

By Aislinn Simpson

BRITAIN'S historic bridges, buildings and roads are under threat from drivers blithely following satellite navigation directions, a conservation society warned yesterday.

Among those that have been damaged by traffic driving down unsuitable roads is a 200-year-old bridge in Oxfordshire, a 300-year-old cottage in Greater Manchester and Pevensey Castle in East Sussex, according to the Society for the Protection of Ancient Buildings.

Phillip Venning, the society's secretary, said the cost of repairing some of the damage had run into thousands of pounds.

"Blind reliance on satellite navigation is fast becoming a serious issue for old buildings as motorists are directed to use ancient lanes and narrow country roads that might have posed a problem for horse-drawn carriages," he said.

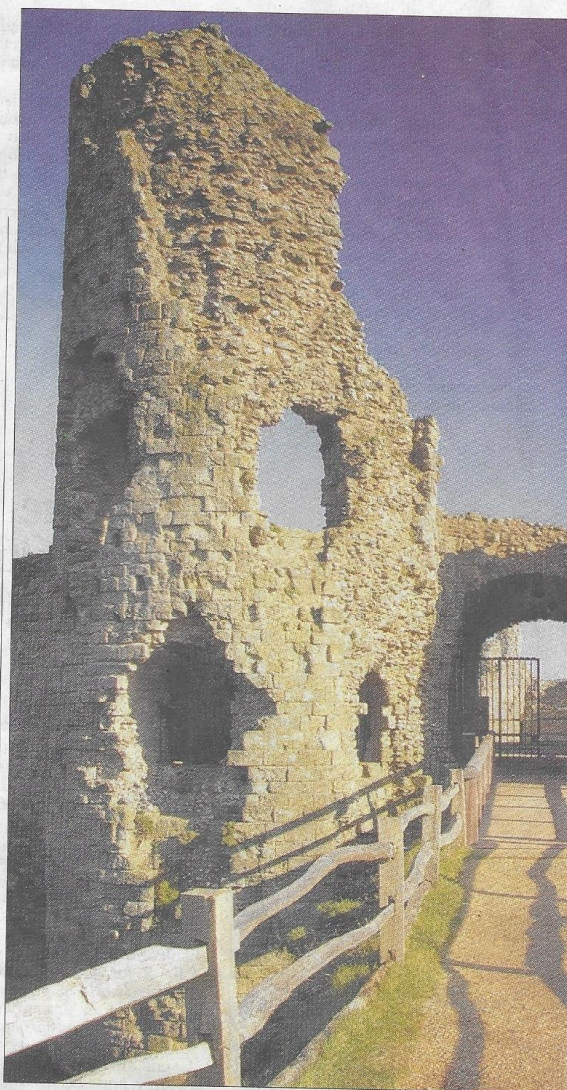
The pressure group, which was founded by the artist William Morris in 1877 and works to save old buildings from decay and demolition, is the latest to speak out about the problem.

With the growth in popularity of the navigation devices, there have been numerous reports of vehicles – particularly lorries – getting stuck in narrow country lanes and under bridges.

According to Network Rail, the errors cause £10 million of damage to railway bridges annually and 5,000 hours of delays as debris is cleared and lorries are removed.

Satellite navigation devices use the Global Positioning System developed by the US Department of Defence in the 1970s. This relies on a series of satellites to send signals to electronic devices that work out their location to within a few yards.

Among the cases highlighted by the conservationists is Pevensey Castle, near Eastbourne, where lorries directed along the B2191 by their satellite navigation systems have caused damage to its Roman foundations. The nearby Old Mint



House, a listed building that was home to the 16th-century writer Andrew Borde, is also believed to have been damaged, the society's magazine *Cornerstone* reported.

Hundreds of residents have signed a petition urging the road to be closed to traffic for part of the week under the terms of the 1207 Pevensey Charter, which allows them the right to hold Sunday

markets in the village and which is signed by King John.

Other sites that the society says have fallen victim to satellite navigation misdirection include a historic bridge over the Ock at Charney Bassett in Oxfordshire and a 300-year-old cottage in Ashton-under-Lyne, Greater Manchester, which was badly damaged when a lorry driver

NEWS

in our grand designs'

'Worst road' in Britain subject to an inquiry

By Richard Alleyne

IT IS heavily congested from carrying more than 86,000 vehicles a day and regularly closes for roadworks.

The A12, which runs from London to Great Yarmouth on the east coast, has been voted the worst in Britain in a survey.

Now it is to be investigated by a former transport chief who only six months ago spent more than two hours stuck in traffic on the route.

Sir David Rowlands, who retired as Permanent Secretary at the Department for Transport in May, will head a three-day inquiry by Essex County Council. It is the first in Britain to be set up by a local authority into the performance of an existing road.

Sir David, who lives near Chelmsford, Essex, was among

HAVE YOUR SAY

Nominate the worst road in Britain

telegraph.co.uk/news

the thousands caught in long delays following an accident on the A12 in October.

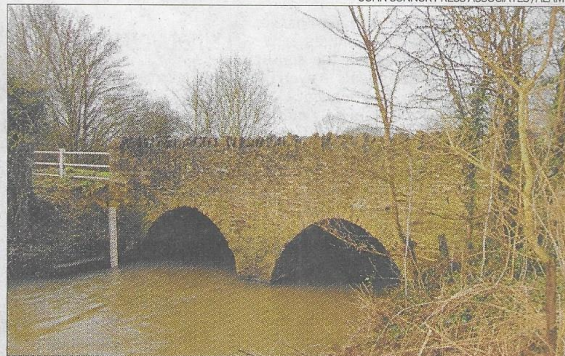
He said: "It took us about two hours to get off the A12. It certainly helped reinforce my interest in improving it."

"When I was at the Department for Transport, I was very careful not to allow any personal interest to dictate what I did. Now I'm retired, I can certainly help."

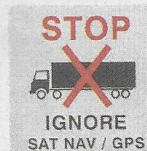
The survey to find the worst road was carried out by Cornhill Insurance. Edmund King, the president of the AA, said: "When things go wrong on the railways, we usually see full investigations and compensation if passengers are unduly delayed. Yet when things go wrong on the roads, we are just expected to put up with it. Perhaps Sir David should head up inquiries on roads in other parts of the country."

The inquiry, on April 17, May 1 and May 19, will look at widening more of the A12 to three lanes.

JOHN CONNOR PRESS ASSOCIATES/ALAMY



At risk: Ock Bridge, above and right, which nearby resident Peter Davies shows is cracked; and Pevensey Castle, left, which local campaigner Pauline Turner, below, is fighting to save from damage by lorries



followed his sat nav down the narrow lane on which it is sited.

Ordnance Survey, which provides route maps to the satellite navigation firms, has begun working with local authorities to steer lorries away from country roads and villages.

However, it has admitted that the new maps will not be available for at least two years. "In the

meantime, we would remind all motorists that having satellite navigation systems is not an alternative to carrying a map," said Paul Beauchamps, the agency's spokesman.

"A good dose of common sense is necessary along the way."

The Government announced plans last month to go one step further, saying it would force

sat nav firms to provide routes for different types of vehicle and give systems a kite mark if they comply.

HAVE YOUR SAY

Is sat nav a help or a hindrance?

telegraph.co.uk/news