

Transport and Works Act 1992**The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules
2006****Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order 202X****Report summarising consultations undertaken****1 Introduction**

- 1.1 Network Rail Infrastructure Limited (**'Network Rail'**) is making an application to the Secretary of State for Transport for an order under the Transport and Works Act 1992. The proposed order is termed the Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order (**'the Order'**).
- 1.2 The purpose of the Order is to facilitate improved capacity and capability on the "Oxford Corridor" (Didcot North Junction to Aynho Junction) to meet the Strategic Business Plan objections for capacity enhancement and journey time improvements. As well as enhancements to rail infrastructure, improvements to highways are being undertaken as part of the works. Together, these form part of Oxford Station Phase 2 Improvements (**'the Project'**).
- 1.3 The Project forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. The enhanced infrastructure in the Oxford area will provide benefits for both freight and passenger services, as well as enable further schemes in this strategically important rail corridor including the introduction of East West Rail services in 2024.
- 1.4 The works comprised in the Project can be summarised as follows:
 - Creation of a new 'through platform' with improved passenger facilities.
 - A new station entrance on the western side of the railway.
 - Replacement of Botley Road Bridge with improvements to the highway, cycle and footways.
 - Re-routing of Roger Dudman Way, removing the junction where it joins Botley Road and creating a new access onto Cripsey Road.
 - Replacement of road span of Sheepwash Bridge and adjoining footbridge structure on a new alignment
- 1.5 The Order would, if made, confer statutory powers for Network Rail to compulsorily acquire the land and rights required to facilitate the construction, maintenance and operation of the Project (Order Land). The Order does not include or seek deemed planning permission for any works comprised in the Project. As a consequence, the parties with whom Network Rail are required to consult under Schedules 5 and 6 of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 are limited. Appendix A comprise tables confirming compliance with the relevant requirements of Schedules 5 and 6 or, where not applicable, an explanation of why such consultation was not applicable.
- 1.6 This report summarises the consultation that has been undertaken by Network Rail in relation to the Order. This statement has been prepared in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 (the Rules).

2 Background

- 2.1 The land which is the subject of the Order is around Oxford railway station, being made up of part of the existing station itself, as well as third party land. The northern extent of the red line boundary includes Walton Well Car Park and the privately owned Roger Dudman Way. To the south of the station, the red line boundary extends to and includes the current station car park off Beckett Street. Details of the land requirements are identified in the Land Plans and Book of Reference.
- 2.2 Network Rail has extensive permitted development rights under Part 18 of the General Permitted Development Order (GPDO) 2015 and therefore the principle of planning permission is approved as authorised by the original Acts of Parliament as listed below. However as a requirement of Part 18 of the GPDO (Prior Approval) a separate application for Prior Approval will be submitted to Oxford City Council as Local Planning Authority, the Prior Approval process is engaged where works are proposed to buildings, bridges and alteration to the highway. This exactly the same "Prior Approval" process was followed for the Reading Station Redevelopment which included station buildings; Traincare Depot and sidings; Maintenance Delivery Unit; Railway Flyover and fly-under and highway alterations with a separate Order submitted for land only issues.
- 2.3 The station and existing associated railway land around it were constructed under various authorising Acts of Parliament, as noted below:
- Oxford and Rugby Railway Act 1845 – authorising act for the line between Oxford and Rugby – now known as the DCL;
 - Great Western (Additional Powers) Act 1865 – authorised the purchase of lands in the Parish of St Thomas, Oxford near Oxford Station;
 - Great Western Railway (Further Powers) Act 1866 – authorised the purchase of lands between River Sheepwash Bridge and Castle Mill Stream Bridges and the stopping up and construction of Osney Lane Footbridge; and
 - Great Western Railway (Additional Powers) Act 1936 – authorised the purchase of lands to allow the widening of River Sheepwash Bridge
- 2.4 To facilitate the construction, maintenance and operation of the Project, Network Rail is seeking powers under the Order to acquire compulsory the necessary land and rights and to extinguish third party rights over certain parts of the Order Land.

3 Structure of this report

- 3.1 This report summarises the consultations that have been undertaken in relation to the proposed Order and the Project, including:
- (a) consultation which has been undertaken in respect of the planning submission (prior approval) for the Project (section 4);
 - (b) community engagement with general public and other stakeholders (section 5); and
 - (b) consultation with statutory consultees (section 6); and
 - (c) consultation with landowners and parties with an interest in the land (section 7).

Each of the respective sections explain who has been consulted, when that consultation was undertaken, the substance of that consultation, how they were consulted and the outcomes of that consultation. The overall outcomes of the consultation exercise are summarised in section 8.

4 Consultation on planning submission (prior approval) for the Project

- 4.1 Although an application for full planning permission is not required a Prior Approval for the Project is being sought via the local planning authority, rather than pursuant to the Order. As

such, there is no requirement to therefore carry out consultation pursuant to the Rules in relation to proposed works where consent for such works is not sought pursuant to the proposed Order. However, given the proposed Order is necessary to facilitate the works associated with the Project, for completeness, this section summarises the consultation which has been undertaken in connection with the Prior Approval being sought for the Project

- 4.2 An application for prior approval will be submitted to Oxford City Council (**'the Council'**) for the works required to construct this Project, the application will be accompanied by an Environmental Statement prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (**"EIA Regs"**)
- 4.3 Network Rail submitted a pre-application letter to the Council in December 2018. A joint response (City as LPA and County as Highway Authority) was received dated 26/3/2019. A copy of the pre-app submission and response is at Appendix B. Dialogue has continued with both City and County between the time of this response and the submission of this Order. Whilst the pre-app letter suggested that the project is likely to be development which falls to be assessed pursuant to the EIA Regs and suggested topics a formal EIA screening wasn't submitted at that time. A formal screening and a scoping report was submitted in July 2020 and a first response received in August 2020. An updated EIA screening letter and scoping report was submitted in October 2020 which suggested a smaller entrance building and a reduced amount of development at the western entrance and a second updated response received in January 2021. A copy of that Screening and Scoping Opinion is at Appendix C. The Screening and Scoping Opinion concluded that the project was EIA development.
- 4.4 Network Rail is preparing an Environmental Statement having regard to the Council's Scoping Opinion and EIA Reg requirements. It is anticipated that the Environmental Statement will be completed in June 2021 to accompany the Prior Approval, with the application to be submitted to Oxford City Council in July 2021 for determination. Based on the statutory timescales for determination a decision on the Prior Approval is anticipated in November 2021.

5 Community Engagement

- 5.1 Network Rail have undertaken 13 separate stakeholder and public engagement events from the 15th January to 31st March in relation to the wider Project. All public engagement events were attended by key project personnel including senior management. All events were held virtually to align with Government regulations due to COVID-19
- 5.2 Network Rail have sent letters to local 'Resident Associations' to engage with their members virtually and distributed letters to over 3000 properties that were within 300m of the proposed site. Network Rail also consulted with Oxford City Council and Oxford County Council. To accommodate those interested parties who could not attend the scheduled events or did not have access to the internet, Network Rail provided a telephone number on the letter to accommodate those, no calls were received. An email address OxfordPhase2@networkrail.co.uk has been setup to allow members of the public and other interested parties to contact the project team with their questions. So far, the project has received 20 enquiries all of which were responded to.
- 5.3 A copy of the letters distributed to those in the Residents Association & Local residents can be found in Appendix D.
- 5.4 A full list of those consulted including dates/times/attendees can be found in Appendix E
- 5.5 A copy of the Public Engagement Presentation that Network Rail hosted can be found in Appendix F.
- 5.6 Network Rail recorded all feedback including concerns/objections/support and logged this on a FAQ document. This FAQ document will be uploaded to our 'Oxford Phase 2' project specific website - <https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/>. The FAQ document was split into 5 themes;

- Project Plans & Funding
- Station Plans
- Environment
- Botley Road Bridge & Footways/Cycleways
- Realignment of Roger Dudman Way & Mill Street.

The FAQ document can be found in Appendix G.

The overall feedback from the public engagement events was largely positive and was well received by the attendees. The project will look to address any issues and concerns in future design phases. The consultation to date has led to the project revising elements of the Western Entrance design.

- 5.7 Network Rail have uploaded a live recording of the presentation given to residents on the website - <https://www.networkrail.co.uk/oxfordphase2>

6 Statutory consultees

- 6.1 Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 requires applicants to confirm that those parties named in column 2 of the tables in Schedules 5 and 6 to the Rules have been consulted. The tables in Appendix A of this report summarise the consultations undertaken with these bodies. Further detail on the consultations undertaken is also given below.

Statutory undertakers

- 6.2 The Order does not seek authority for the construction of any works and, if confirmed, would not authorise any works which affect land in, on or over which statutory undertakers have equipment. Network Rail has, however, engaged with those statutory undertakers who have interests in the land which is the subject of Order.
- 6.3 Network Rail's land referencers wrote to statutory undertakers who were thought to have an interest in the land affected by the Order in order to establish land ownership information for inclusion within the Book of Reference and to inform affected parties of the proposals (see Appendix H for an example letter). The table below sets out the engagement undertaken:

Name of statutory undertaker having or possibly having interests in the Order land	Date and nature of engagement
Biffa Plc	Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site. A follow up letter was issued 18 May 2021.
British Pipeline Agency	Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site. A follow up letter was issued 18 May 2021.
British Telecommunications PLC	Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site. A follow up letter was issued 18 May 2021.
C.A. Telecom UK Limited	Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site. A follow up letter was issued 18 May 2021.

Cadent Gas Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Canal and River Trust	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p> <p>Network Rail have also been liaising with Canal and River Trust to establish whether they hold any interest in Sheepwash Channel.</p>
Cornerstone Telecommunications Infrastructure Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p> <p>Network Rail have also been liaising in respect of a mast off Botley Road, as detailed at 7.23.</p>
Environment Agency	<p>Letter from Carter Jonas, land referencers dated 9 September 2020 regarding nature of interests in the site.</p> <p>A follow up letter was issued 4 May 2021.</p> <p>Network Rail have also contacted Environment Agency regarding any interest or consenting requirements in Sheepwash Channel.</p>
Instalcom Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
National Grid Electricity	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Oxford City Council	<p>Letter from Carter Jonas, land referencers dated 9 September 2020 regarding nature of interests in the site.</p> <p>A follow up letter was issued 4 May 2021.</p> <p>Network Rail have also been liaising with Oxford City Council, as detailed in 7.5.</p>
Oxford Direct Services Trading Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>

Scottish and Southern Energy Power Distribution Limited	<p>Letter from Carter Jonas, land referencers dated 9 September 2020 regarding nature of interests in the site.</p> <p>A follow up letter sent 4 May 2021.</p> <p>Ongoing liaison by Network Rail as detailed in 7.37.</p>
Southern Gas Networks PLC	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Thames Water Utilities Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
The Ramblers	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Veolia UK Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Virgin Media Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Vodafone Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>
Zayo Group UK Limited	<p>Letter from Carter Jonas, land referencers dated 4 May 2021 regarding nature of interests in the site.</p> <p>A follow up letter was issued 18 May 2021.</p>

- 6.4 Other than a response from Oxfordshire County Council providing details of the extent of adopted highway and Scottish and Southern Energy Power Distribution Limited providing details of their substation equipment, no other substantive responses have been received. Oxford City Council did return the Request For Information letter but did not complete any information in their response. Network Rail have engaged with Oxford City Council, Canal and Rivers Trust and Environment Agency regarding specific details of the Project.

7 Landowners and parties with an interest in the land

- 7.1 Rule 10 (4) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 requires promoters to submit a Book of Reference and land plans in accordance with the requirements of Rules 12(5) and 12(8). The Book of Reference identifies all the owners, lessees and persons with an interest in the land affected by the scheme whilst the land plans identify the extent of the Order Land and the nature of the extinguishment, acquisition (permanent or temporary) or right sought by Network Rail.
- 7.2 Network Rail's land referencers wrote to those parties who were thought to have an interest in the land affected by the Order to establish land ownership information for inclusion within the Book of Reference and to inform affected parties of the proposals. Each letter was tailored to the party to whom the letter was being sent. An example letter is provided at Appendix I.

The detail of the engagement with each of these parties is set out below¹

- 7.3 Those letters also included a point of contact at Network Rail to whom queries regarding the scheme could be sent.
- 7.4 In parallel with the TWAO process, Network Rail will continue to engage and liaise with landowners and third parties affected by the proposed Order in order to secure private treaty arrangements where it is possible to do so.
- 7.5 **Oxford City Council**

Oxford City Council are the registered legal owner of Plots 1, 3, 12, 14 and 27. Oxford City Council have also confirmed their freehold interest in the unregistered Plot 2 and are believed to be the riparian owner of the northern half of Sheepwash Channel, being part of Plots 15 and 16.

A number of meetings and phone conversations have been held between Network Rail and Oxford City Council's Surveyor, with the first of these taking place on the 14 December 2020. Negotiations are ongoing and draft Heads of Terms were sent to Oxford City Council on 6 April 2021. Oxford City Council have acknowledged receipt of these and are currently reviewing proposals and allocating to one of their Surveying team, as well as an internal Legal contact, in order to progress. A schedule of the engagement to date is at Appendix J.

7.6 Cripsey Meadow Allotments Association

The Cripsey Meadow Allotments Association has rights of access across plots 1, 2 and 3.

During the works to Roger Dudman Way, a temporary traffic diversion is proposed to cross these plots from off Walton Well Road. A letter was sent to the association outlining the intention to submit a Transport and Works Act Order as well as a summary of the works that will affect the association and details for a point of contact at Network Rail. Subsequent correspondence regarding timescale estimates took place.

7.7 Oxford University Fixed Assets Limited ('OUFAL')

OUFAL have a caution registered against title no. ON308486, being Plot 3.

Network Rail's land referencers wrote to OUFAL on 9 September 2020, but no response was received.

¹ Engagement with statutory undertakers is detailed in the table at paragraph 6.3

Network Rail have been in communication with a Surveyor acting for University of Oxford, namely James Parfett. Network Rail have been advised by James Parfett that they can communicate via him, as he is instructed to act on behalf of OUFAL. Network Rail then wrote to OUFAL on 30 April 2021 to advise of the Transport and Works Act Order and to confirm that they are liaising via their nominated representative, James Parfett.

7.8 The Chancellor Masters and Scholars of The University of Oxford ('Oxford University')

Oxford University are the registered owners of Plots 4, 4a, 5, 6, 6a and 13. Oxford University also have rights of access reserved over the southern section of Roger Dudman Way by virtue of an agreement dated 12 May 1999 and made between British Railways Board and Railtrack Plc. This right of access extends through Plots 7a, 17a and 17b.

Network Rail have been engaging with Oxford University, via their Surveyor James Parfett, since 20 October 2020 and have had a number of meetings and phone calls, as detailed at Appendix K. Oxford University are engaging with Network Rail and have requested Heads of Terms for the various property requirements. Network Rail sent draft Heads of Terms on 10 May 2021 and are awaiting a response.

Oxford University are also co-operating with Network Rail by agreeing to provide information, such as details of University owned buried services in the area that might be impacted by the works. It is anticipated that negotiations will continue in parallel with the TWAO process.

7.9 Kenmare Estates Limited ('Co-op')

Kenmare Estates are the registered legal owner of Plot 10, which is a childcare nursery Trading under the name of Co-op. Kenmare Estates also have rights of access reserved over the southern section of Roger Dudman Way by virtue of an agreement dated 12 May 1999, made between British Railways Board and Railtrack Plc. This right of access extends through Plots 7a, 17a and 17b. Kenmare Estates also have rights of access reserved over the part of Roger Dudman Way which is a privately owned road in the title of Oxford University, being Plots 6a and 13.

Network Rail have been in contact with Kenmare Estates since 29 June 2020, initially through their internal Surveyor, Jennifer Gould of Mid-Counties Co-op and then subsequently via their appointed Surveyor, Gwyn Church of Savills, as detailed at Appendix L.

Discussions with Kenmare Estates were initially focused on temporarily relocating the childcare nursery to an alternative site whilst construction work was undertaken. However, having progressed these conversations to a great extent, Kenmare Estate and their appointed Surveyor have recently advised that they wish to explore the option of permanent relocation and, even more recently, they now also wish to consider business extinguishment. The option of permanent relocation appears to have fallen away, however, more detail has been requested from Savills on the likely cost differential for business extinguishment so that Network Rail can consider this further.

7.10 Gareth Correll

Gareth Correll lives on the Seraphina barge which is believed to be moored in Sheepwash Channel without agreement or a permit, on Plots 14 and 15. To facilitate the re-alignment of the road bridge that crosses the channel, temporary work barges are proposed to be moored in the channel. In the interests of safety, Network Rail therefore require Gareth Correll's barge to temporarily relocate during the works.

Contact was initially made with Gareth Correll through a neighbour providing him with contact details for Network Rail. Discussions have then been ongoing to find an appropriate solution for him to re-locate. More recently Gareth Correll has expressed some concerns with the proposed permanent rights to be sought under the TWAO, although these have

been addressed by reassuring him that none of the permanent rights will affect him. Details of communication with Gareth Correll can be found at Appendix M.

Separately, Network Rail have been in contact with Oxford City Council (as riparian owner of section of river where barge is moored) to advise them that they are in discussions with the owner of Seraphina barge. No response has been received from Oxford City Council on this matter, however, Network Rail have only corresponded with the Council to keep them informed.

7.11 Philippa Wheaton & Mark Herring

Following discussions with the Environment Agency on the ownership of Sheepwash Channel, Network Rail were informed that it was believed to be under riparian ownership of the adjoining properties. As 77 Abbey Road is adjacent to the channel it is believed the owners are the riparian owner of the southern half of Sheepwash Channel, being part of Plot 15.

Contact was therefore made with the owners of 77 Abbey Road (Philippa Wheaton & Mark Herring) to discuss the proposals and to outline our intentions for working in the channel. Their agreement has been sought for the temporary work barges to be based in the channel and discussions are ongoing.

7.12 Abdul Khuja and Tariq Khuja

Abdul & Tariq Khuja are the registered owners of land off Roger Dudman way, captured in title no. ON228328. Included within this title are rights of access reserved over the southern section of Roger Dudman Way by virtue of an agreement dated 12 May 1999, made between British Railways Board and Railtrack Plc. This right of access extends through Plots 7a, 17a and 17b

Part of the project involves stopping up where Roger Dudman Way joins Botley Road and creating a new access from off Cripsey Road. To ensure their rights remain valid contact was made to begin discussions about arranging a deed of variation to capture the change. Tariq Khuja has expressed some concern at the dimensions and gradient of the new junction and these concerns are currently being looked into.

7.13 Vega Holdco 4 Limited

Vega Holdco 4 limited are the registered owners of land under title no. ON227339, which is the freehold of the flats at Vennet Close. Included within this title are rights of access reserved over the southern section of Roger Dudman Way by virtue of an agreement dated 12 May 1999, made between British Railways Board and Railtrack Plc. This right of access extends through Plots 7a, 17a and 17b.

Part of the project involves extinguishing private rights over Roger Dudman Way where Roger Dudman Way joins Botley Road and creating a new access from off Cripsey Road. To ensure their rights remain valid contact was made to begin discussions about arranging a deed of variation to capture the change. A legal representative of Vega Holdco subsequently responded signalling their initial intention to proceed with the variation. Solicitors were appointed to act for Network Rail and discussions are ongoing.

7.14 Various Parties with possible rights of Access over Roger Dudman Way

There are a number of parties who live along Roger Dudman Way and Vennet Close who pass and repass over the private road known as Roger Dudman Way (which is not a highway). Whilst these parties do not have a registered interest over Roger Dudman Way, Network Rail has treated them as having a possible right of access over Plots 7a, 17a and 17b. Network Rail wrote to all registered owners and occupiers of the residential properties, as listed in the Book of Reference, on 10 March 2021 to advise of the planned works and to invite them to a public consultation event, which was held on 25 March 2021. A

sample of the letter can be found at Appendix D. No responses have been received from the letter, with the exception of correspondence received from Cllr J Howson, who lives on Venniet Close. Cllr Howson has corresponded with Network Rail over more general queries regarding the project in his capacity as a Councillor (as opposed to a resident). All queries raised by Cllr Howson have been responded to.

7.15 YHA (England and Wales)

YHA are the registered legal owner of Plots 20, 21, 22, 23, 24, 25 and 26.

Network Rail have agreed heads of terms with YHA to acquire their freehold interest in property under an option agreement. The agreement is currently in negotiation via legal representatives and is expected to complete imminently.

7.16 Gjergi Shajko

Mr Shajko is the registered legal owner of Plot 28, known as Vlora House. Mr Shajko is the Director of two companies which operate from the premises but to which Network Rail have been advised have no legal interest in the property.

Network Rail initially contacted Mr Shajko by letter on 29 June 2020 and have subsequently been in negotiation via his appointed Surveyor, Neil Evans of Marriotts. Neil Evans provided outline heads of claim to Network Rail on 18 February 2021, to which Network Rail responded with an offer on 21 April 2021. A phone call to discuss matters was held on 13 May 2021, after which Network Rail have written with a revised offer and await a response. Details of communication between the parties can be found at Appendix N.

7.17 Shapour Sabbaghi Sarabi and Sophie Struenker

Mr Sarabi and Ms Struenker are the registered legal owner of Plot 29, which is currently a café at 1 Cripsey Road, Oxford. Network Rail have been advised of several trading names of the café, including 'Mick's café', 'Got2Eat' and 'Station Grill'. The café is subject to a leasehold interest and Network Rail have been requesting further details of the same from Mr Sarabi and Ms Struenkers' appointed Surveyor, Neil Evans of Marriotts.

Network Rail are in the process of negotiating for the permanent acquisition of the property and received draft heads of claim from Neil Evans on 22 February 2021. Details of communication between the parties can be found at Appendix O.

7.18 Dana Hussain

Mr Hussain is believed to be the occupier and leasehold interest of the café at 1 Cripsey Road (Plot 29). As mentioned above, Network Rail have endeavoured to obtain a copy of the relevant lease.

The Surveyor acting for Mr Sarabi and Ms Struenker (as freeholders of the property), Neil Evans, has contacted Mr Hussain to explain he is acting on behalf of the landlord and to offer advice. Mr Hussain does not have English as his first language and therefore, Neil Evans has asked Network Rail to communicate directly. Network Rail have been in communication with Mr Hussain from 5 March 2021 and have been endeavouring to employ the services of an interpreter to assist. Mr Hussain has not responded to requests for information regarding his first language. Network Rail has continued to seek the information via Mr Hussain and via Neil Evans. Neil Evans contacted Network Rail on 13 May 2021 to advise that he has been contacted by a Mr Khan, who is acting for Mr Hussain. Network Rail are to arrange a call with Mr Khan with a view to discussing matters further. A summary of contact can be found at Appendix P.

7.19 **Oxfordshire County Council**

Oxfordshire County Council are the highways authority and have adopted a number of the roads surrounding the project area. The Project is not seeking any highway consents via the Order and is instead liaising with the highways authority directly in this regard.

Network Rail's Project will involve work to the existing highways, such as Botley Road and a new junction on Cripsey Road, as well as altering the layout of junctions and footways. This will require a combination of third party owned land and Network Rail land to be adopted by Oxfordshire County Council.

Network Rail have been liaising with Oxfordshire County Council regarding the required consents, adoptions and easement for new bridge structures to over sail Botley Road (Plots 18, 30, 30a, 31, 31a and 33) since 23 February 2021. More recently Network Rail held a meeting on 29 April 2021 with Oxfordshire County Council, with follow up correspondence outlining the proposed approach sent the same day. Subsequent follow up meetings have been held, with the last being on 21 May 2021. A summary of contact between the parties can be found at Appendix Q.

Separate to the consents and adoption requirements, Network Rail have been liaising more generally with Oxfordshire County Council generally about proposals as part of the future Oxford Station Masterplan.

7.20 **The Dean and Chapter of the Cathedral Church of Christ in Oxford of the Foundation of King Henry the Eighth ('Christ Church')**

Christ Church are the registered legal owner of the subsoil of Plots 35 and 36, the surface of which has been adopted as highway. In addition, Christ Church are believed to be the riparian owner of the southern half of Sheepwash Channel, being part of Plot 15, where it adjoins the title of 82 Abbey Road, Oxford.

Christ Church currently enjoy the benefit of Plot 36 as parking spaces for their adjoining hotel business. Whilst they hold the freehold title, as the surface has been adopted as highway, there is no actual right to use the land to the exclusion of others. However, Network Rail have agreed to negotiate and consider matters of compensation as if the land had not been adopted.

Network Rail have been liaising with Christ Church and their appointed Surveyors, with an initial meeting held on 17 November 2020. Christ Church have subsequently instructed Gwyn Church, Surveyor at Savills to act on their behalf. On 18 May 2021, Network Rail wrote to Gwyn Church with outline Heads of Terms. This is currently being considered by Christ Church and Network Rail awaits a response. Details of communication to date can be found at Appendix R.

7.21 **Anne Devlin**

Anne Devlin is the occupier of the Westgate Hotel on Botley Road. To facilitate works to the rail bridge across Botley Road, access to the front of the hotel and to the rear lane that runs behind the property will be temporarily stopped, as indicated in plot 36.

Contact was made via a letter sent on the 16th March 2021 with an invitation to join a project consultation event on the 25th March 2021. Discussions continue with more information to be provided when further details become available.

7.22 **Mill Street – no's 4 to 11**

The residents at Mill Street have a right of access through plot 36 along the front of the Westgate Hotel and then down the rear lane that runs behind their properties. To facilitate works to the rail bridge across Botley Road, this access will be temporarily stopped.

Contact was made via a letter sent on the 16th March 2021 with an invitation to join a project consultation event on the 25th March 2021. Discussions will continue with more information to be provided when further details become available.

The known details of the residents at 4 – 11 Mill Street are as follows:

Property	Occupier(s)
4 Mill Street	Mr & Mrs Z Charles
5 Mill Street	Mr A Happe
6 Mill Street	Mr Da Silva & Mrs J Lealy
7 Mill Street	Mr Simon Calver & Zana Chaka
8 Mill Street	Mr M Murray
9 Mill Street	Mr M Ward
10 Mill Street	Ms D Slade
11 Mill Street	Mr C Gercke & Ms P Gercke

7.23 **Cornerstone Telecommunications Infrastructure Limited (CTIL)**

CTIL own and operate a telecoms mast within Plot 32. The freehold of this Plot is owned by Network Rail, with the surface having been adopted as highway. It is believed that the mast has been erected under the New Roads and Street Works Act provisions, however, further investigations are being undertaken to establish the basis of occupation.

Network Rail are undertaking sheet piling and other construction works within proximity of the mast. It is not yet known whether these works will interfere with the mast infrastructure or, indeed, whether the mast will need to be relocated.

Network Rail have been liaising with CTIL since 25 February 2021. Details of engagement to date can be found at Appendix S. CTIL are to undertake a trial dig to investigate the extent of the mast foundations, such that Network Rail and CTIL can determine whether or not the mast will be impacted by the proposed works.

7.25 **Pembroke College**

According to Network Rail's records, Pembroke College have an agreement, which commenced 1 April 1994, for a pole and cable on, over or under Network Rail's land (believed to possibly be within Plots 17, 32, 33 and 34).

Network Rail contacted Kevin Knott, Bursar at Pembroke College on 25 March 2021 to establish more information about the nature of the pole and cable and whether they are still present on Network Rail land. Unfortunately, neither Network Rail nor Pembroke College have a copy of the agreement. Kevin Knott had no knowledge of the cable or pole. Details of communication with Pembroke College can be found at Appendix T.

Network Rail have agreed to undertake site investigations to establish whether the cable or pole is still present.

7.26 **Global Outdoor Media Holdings Limited (Global)**

Global (also known as Primesite Media) have advertising boards on the adopted highway, shown as Plot 31a. This advertising hoarding is subject to an agreement with the YHA. In addition, Global have advertising billboards on Network Rail's land within Plot 17. This is subject to an agreement with Network Rail.

It is believed that both the advertising boards in Plot 31a and the billboards on Plot 17 will need to be removed to facilitate the Project.

Network Rail has contacted Ken Corbett of Global in respect of the proposals and provided additional information. Appendix U provides details of communications to date. For Plot 31a, the YHA are to provide vacant possession (see 7.15 above) and have agreed to terminate the agreement for the advertising boards.

7.27 First Greater Western Ltd (GWR)

GWR are the franchised leaseholder of Oxford station as well as a Train Operating Company, with an interest in or rights over Plots 7, 7a, 17, 17a, 17b, 17c, 18, 19, 32, 33, 34, 35, 36, 37, 38, 39 and 40.

Network Rail have been liaising with GWR in respect of the Project for some time and, more recently, to discuss which of their tenants may be impacted by the works.

GWR's tenants include AMT, BTP, Costa and SSP. Network Rail have been endeavouring to ascertain details and copies of agreements from GWR in respect of these parties but, to date, only outline details have been provided. Communication with the tenants is outlined in 7.33 to 7.36 below. Details of recent communication with GWR can be found at Appendix V. A meeting was held with GWR on 12 May 2021, during which proposals on how communication with their tenants should be progressed was discussed. An agreed approach has now been reached and Network Rail are awaiting for an estimate of GWR's legal costs in order that they may provide an undertaking for the same.

7.28 XC Trains Ltd

XC Trains Ltd are noted on the Book of Reference as being a tenant/occupier of Plots 7, 7a, 17, 17a, 17b, 32, 33, 34, 39 and 40. XC Trains Ltd use the rail network as a Train Operating Company and also have use of the sidings and other rail infrastructure.

Network Rail have been engaging with XC Trains through monthly stakeholder meetings and also wrote formally to advise of the Order on 20 April 2021. No questions or comments have been received to date.

7.29 GB Railfreight Ltd

Network Rail have been engaging with Freight Operating Companies through monthly stakeholder meetings.

7.30 Freightliner Ltd

Network Rail have been engaging with Freight Operating Companies through monthly stakeholder meetings.

7.31 DB Cargo International Ltd

Network Rail have been engaging with Freight Operating Companies through monthly stakeholder meetings.

7.32 Colas Rail Ltd

Network Rail have been engaging with Freight Operating Companies through monthly stakeholder meetings.

7.33 AMT Coffee

AMT Coffee are believed to be in occupation of part of Oxford Station which will be impacted by the Project works. It is believed that AMT Coffee are holding over on a lease with their landlord being GWR (see 7.27 above).

Network Rail have worked with GWR to establish their requirements for facilities in the new station building. Network Rail have also written to AMT Coffee on 16 April 2021 advising of the Order and providing contact details for any queries. Once the meeting with GWR has been held on 12 May 2021, a meeting will be arranged with AMT Coffee to progress matters.

7.34 British Transport Police (BTP)

BTP are believed to be in occupation of part of Oxford Station which will be impacted by the Project works. It is believed that BTP are occupying under a tenancy at will with their landlord being GWR (see 7.27 above).

Network Rail have been in communication with BTP about the proposals and to establish their requirements for facilities in the new station building. Network Rail have also written to BTP on 16 April 2021 advising of the Order and providing contact details for any queries. Once the meeting with GWR has been held on 12 May 2021, a further meeting will be arranged with BTP to progress matters.

7.35 Costa Coffee

Costa Coffee are believed to be in occupation of part of Oxford Station which will be impacted by the Project works. It is believed that Costa Coffee are holding over on a lease with their landlord being GWR (see 7.27 above).

Network Rail have worked with GWR to establish their requirements for facilities in the new station building. Network Rail have also written to Costa Coffee on 16 April 2021 advising of the Order and providing contact details for any queries. Once the meeting with GWR has been held on 12 May 2021, a meeting will be arranged with Costa Coffee to progress matters.

7.36 Select Service Partner Ltd (SSP) (aka 'Pumpkin Café')

SSP are believed to be in occupation of part of Oxford Station which will be impacted by the Project works. It is believed that SSP are occupying holding over on a lease with their landlord being GWR (see 7.27 above).

Network Rail have worked with GWR to establish their requirements for facilities in the new station building. Network Rail have also written to SSP on 16 April 2021 advising of the Order and providing contact details for any queries. Once the meeting with GWR has been held on 12 May 2021, a meeting will be arranged with SSP to progress matters.

7.37 Scottish and Southern Energy Power Distribution Limited (SSE)

SSE are believed to have various assets in the vicinity and have a right of access along the southern section of Roger Dudman Way, indicated by plots 7a, 17a & 17b.

Initial contact was made on the 9th September 2020 to clarify the number and extent of their assets in the vicinity of the works. Correspondence is ongoing to determine the full details. During works access through the southern section of Roger Dudman Way will be temporarily unavailable. A diversion from the northern end of Roger Dudman Way will be in place to ensure access to their assets is maintained.

8 Outcomes

- 8.1 Network Rail has engaged extensively with Oxfordshire County Council and Oxford City Council on both its planning submission as Prior Approval, technical Highway approval process and its Order proposals. Based on that engagement, Network Rail are confident that arrangements can be agreed to ensure that the Project can be constructed.
- 8.2 There has been very limited feedback from any statutory consultee, other than CTIL with whom Network Rail are liaising with extensively (as outlined in 7.23)

- 8.3 Network Rail has engaged extensively with landowners and other parties with interests in land whose property needs to be acquired either temporarily or permanently to deliver the Project. Negotiations are ongoing but no major objections have been raised by any party. Network Rail is committed to continue negotiations and reach agreement by private treaty where possible.
- 8.4 As a consequence, no issues have been raised which give Network Rail reason to believe the Order should not be pursued and that planning permission will not be forthcoming.

9 Conclusions and Next Steps

- 9.1 Network Rail has engaged with all known landowners and parties with an interest in property. This engagement and negotiation is ongoing and is at different stages with each party, as summarised in section 7.0. Network Rail is committed to continue negotiations but requires an Order to ensure all permanent and temporary land can be acquired to deliver the Project.
- 9.2 Network Rail has consulted bodies as required under Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006. This consultation has included informal discussions, email correspondence, letters, and meetings. Aside from Oxfordshire County Council, Oxford City Council and CTIL, there has been very limited feedback from those bodies on the proposals.
- 9.3 The affected parties and members of the public will have the opportunity to comment on the Prior Approval application and Order as part of the statutory consultation process. In addition, Network Rail continues to be open to engage with the affected parties following submission of the Order.

Appendix A

Schedule 5: Those to be served with a copy of the application documents

	Authority sought for	Those to be served	Proposed recipients	Consultation
1.	Works affecting the foreshore below mean high water spring tides, tidal waters, or the bed of, or the subsoil beneath tidal waters.	Not applicable	None. No works are proposed.	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath a river.	Not applicable	None. No works are proposed.	Not applicable
3.	Works affecting the banks or the bed of, or the subsoil beneath an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	Not applicable	None. No works are proposed.	Not applicable
4.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts drains and other works comprised in or serving such canal or inland navigation.	Not applicable	None. No works are proposed.	Not applicable
5.	Works causing or likely to cause an obstruction to the passage of fish in a river.	Not applicable	None. No works are proposed.	Not applicable
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	Not applicable	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
7.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	Not applicable	None. No works are proposed.	Not applicable
8.	Works affecting a site protected under the Protection of Wrecks Act 1973.	Not applicable	None. No works are proposed.	Not applicable
9.	Works affecting or involving the stopping up or diversion of a street, or affecting a proposed highway.	The relevant highway authority	None. No works are proposed.	Not applicable.
10.	The stopping-up or diversion of a footpath, a bridleway or a cycle track.	Every affected Parish or Community Council, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club, Kent County Council.	None. No stopping up proposed.	Not applicable.
11.	The construction of a transport system involving the placing of equipment in or over a street	Not applicable	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
12.	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	Not applicable	No works are proposed but a total of 13 statutory undertakers have been contacted regarding the proposals.	Letters which have been sent are detailed in the table at para. 5.3.
13.	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority	Not applicable	None. No works are proposed.	Not applicable
14.	Works affecting: <ul style="list-style-type: none"> i) A building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; ii) An ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or iii) Any archaeological site. 	This Historic Buildings and Monuments Commission for England	None. No works are proposed.	Not applicable
15.	Works affecting: <ul style="list-style-type: none"> i) A conservation area designed under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or ii) An area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979; 	Not applicable	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953	Not applicable	None. No works are proposed.	Not applicable
17.	<p>Works affecting:</p> <ul style="list-style-type: none"> i) A site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981; ii) An area within 2 kilometres or such a site of special scientific interest and of which notification has been given to the local planning authority; or iii) Land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under that Act. 	Natural England (formerly known as English Nature)	None. No works are proposed.	Not applicable
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty (AONB)	Natural England	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
19.	<p>Works which are either:</p> <p>i) Within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or</p> <p>ii) Within 800 metres of any royal park and which are likely to affect the amenity or security of that palace or park.</p>	Not applicable	None. No works are proposed	Not applicable
20.	<p>Works which are within 250 metres of land which:</p> <p>i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or</p> <p>ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</p>	Not applicable	None. No works are proposed.	Not applicable
21.	The carrying out of an operation requiring hazardous substance consent under the Planning (Hazardous Substances) Act 1990.	Not applicable	None. No operations requiring hazardous substance consent under the Planning (Hazardous Substances) Act 1990 are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
22	Works not in accordance with the development plan and which either: i) involves the loss of not less than 20 hectares of agricultural land of or grades 1, 2 and 3a (in aggregate); or ii) Taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land	Department of Environment, Food and Rural Affairs (DEFRA)	None. No works are proposed.	Not applicable
23	i) Works which would affect the operation of any existing railway tramway services provided under statutory powers; or ii) The construction of a new railway for the provision of public transport, or of a new railway	Transport Focus (formerly known as the Rail Passengers' Council)	None. No works are proposed	Not applicable
24.	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	The Office of Rail and Road (ORR) (formerly known as Her Majesty's Railway Inspectorate	None. No works are proposed.	Not applicable
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail Regulation	None. No works are proposed.	Not applicable
26.	The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
27.	Works affecting land in which there is a Crown interest	The appropriate authority	None. No works are proposed.	Not applicable
28.	Works to be carried out in Greater London	The Mayor of London	None . No works are proposed.	Not applicable

Schedule 6 – Those to be served with notice of application

	Authority sought for	Those to be served	Proposed recipients	Consultation
1.	Works affecting the foreshore below mean high water spring tides, tidal waters, or the bed of, or the subsoil beneath tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to the Rules)	Not applicable	None. No works are proposed.	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath a river.	Not applicable	None. No works are proposed.	Not applicable
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation	Not applicable	None. No works are proposed.	Not applicable
4.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	Not applicable	None. No works are proposed.	Not applicable
5.	Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	Not applicable	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
6.	Works likely to affect the volume or character of traffic entering or leaving – i) A special road or trunk road ii) Any other classified road	Secretary of State for Transport	None. No works are proposed.	Not applicable
7.	The construction of a transport system involving the placing of equipment in or over a street (except a level crossing)	Owners and occupiers with a frontage on, or private means of access which meets the highway in question	None. No construction is proposed	Not applicable
8	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976(c)	The Theatres Trust	None. No works are proposed.	Not applicable
9	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person with such benefit or protection	None. The proposed order does not seek the modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument	Not applicable
10	The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	The Church Commissioners	None. The works do not involve the compulsory purchase of ecclesiastical property	Not applicable
11	Works in Greater London or a metropolitan county	Not applicable	None. No works are proposed.	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
12	The right to monitor, survey or investigate land (including any right to make trial holes in land)	Every owner and occupier of the land, other than an owner or occupier named in the Book of Reference as having an interest or right in or over that land.	Every owner or occupier is named in the Book of Reference.	Not applicable
13	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected	None. No works or traffic management measures are proposed.	Not applicable
14	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority	Licence holder	None. No works are proposed.	Not applicable
15	Works for which an environmental impact assessment is required	None in England	None. No works are proposed. In any event an EIA is not required for those works which are subject of the separate planning application (see Appendix A).	Not applicable

	Authority sought for	Those to be served	Proposed recipients	Consultation
16	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the Book of Reference described in Rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent enquiry.	All persons named in the Book of Reference and those likely to be entitled to compensation are listed in the Book of Reference.	Not applicable.

Appendix B

Pre app submission and response

Planning and Place

Oxfordshire County Council
County Hall, New Road, Oxford,
OX1 1ND

Planning Services

Oxford City Council
St Aldates Chambers, 109-113, St
Aldates, Oxford, OX1 1DS

Colin Field
Network Rail
Third Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

Date: 26th March 2019
My ref: 18/03310/PAC
Please ask for: Robert Fowler
Extension: 2104
Direct Dial: 01865 252104
Email: rfowler@oxford.gov.uk

Dear Mr Field,

APPLICATION NO: 18/03310/PAC

PROPOSAL: Oxford Station Phase 2 Enhancement Works (West Side Entrance and Associated Work).

LOCATION: Oxford Railway Station, Park End Street, Oxford

We are writing to you following your request for pre-application advice on 17th December 2018. Please consider this the combined response from Oxford City Council (as Local Planning Authority) and Oxfordshire County Council (as Local Highway Authority). This response contains officer advice in the form of a strategic response and technical team response. Please note this advice represents the opinion of officers of the Councils only, which is given entirely without prejudice to the formal consideration of any planning application which may be submitted.

Strategic Context

The improvements to Oxford railway station and increased capacity proposal are seen as directly supporting and delivering the wider strategy for housing and employment growth in Oxfordshire, having already been identified as a priority for investment in the Oxfordshire Infrastructure Strategy. There has been considerable investment in Oxfordshire towards infrastructure to support growth from Homes England and Department for Transport. As the Oxford station enhancement is seen as a key part of delivering the strategic growth agenda for the City and surrounding area, the Oxfordshire Local Enterprise Partnership (OxLEP) has allocated a significant local funding contribution from the Local Growth Fund to support the capacity improvements at Oxford Station and the widening of the Botley Road railway bridge. The proposed development would be welcomed in principle in terms of facilitating improvements to the railway station and infrastructure particularly in terms of allowing improved rail services. Oxford City Council and Oxfordshire County Council consider that the proposals represent a first step to achieving the ambitions that both Councils have to delivering a world class station for Oxford. Further consideration is needed for specific aspects of the proposals which should not prejudice future developments of the wider station site.

Background to Proposals

The proposals are part of a wider project to improve the railways in the 'Oxford Corridor' (Didcot North Junction to Aynho Junction). The Phase 2 Capacity Improvement Scheme (divided into four phases – 2A/B/C and D) are planned to take place in Network Rail's Control Period 5 (up until March

2019) and delivered in Control Period 6 (April 2019 – March 2024).

Works in Phase 2A will take place outside of Oxford City's administrative area. Phase 2B will take place partially in Oxford City's administrative area but it is understood that the work will be carried out on the basis of permitted development and include the items below:

- Phase 2A Level Crossings – Improvements and/or closures to level crossings at Yarnton and Sandy Lane, near Kidlington and Tackley Station to increase capacity and permit use of recent signalling enhancements.
- Phase 2B Track Works – High speed crossovers to support improvements at Oxford North Junction (enabling an increase in East West Rail services)

Phases 2C and 2D cover the works relating to this pre-application query:

- Phase 2C: Botley Road Bridge: Develop a new span to accommodate an additional west side island platform. Take account of the highway authorities' requirements for a wider carriageway / pedestrian and cycle capacity improvements of the existing Botley Road layout.
- Phase 2D: Oxford Station works, Western Entrance and Track Works: Provide a new down-side twin-face platform to include western entrance access from Roger Dudman Way.

It is understood that the pre-application query is seeking specific advice relating to the following matters:

- Overall use and quantum of new development;
- The scale and massing of buildings, bridge design, layout of the works, including siting;
- Highways design from Oxford County Council Highways Department.
- Relevant Policies

Overview of Proposals

The proposals are focused on Botley Bridge and the western side of the station. The proposals dealt with in this pre-application case are summarised as follows:

- Botley Road Bridge – Replacement of existing span, a new western span (to accommodate an additional through-track and new Platform 5 with a building), and installation of abutments. All these changes would allow for road improvements with a widened Botley Road allowing for an upgraded separate cycle/pedestrian route.
- New replacement footbridge over Botley Road.
- New island platform and platform building. New track to include new span at Sheepwash Bridge.
- A new western entrance building following demolition of existing buildings including the YHA hostel and nursery building.
- Realignment of Roger Dudman Way and changes to Cripsey Road.
- Removal of Osney Lane Footbridge.

Determination Process

The pre-application submission suggests that Network Rail is looking to carry out the majority of the work on the basis of specific permitted development rights afforded to them as part of the Town and Country (General Permitted Development) Order 2015 (as amended) (the GPDO). It is understood that Network Rail would likely submit the proposals as part of a prior approval application made on the basis of Part 18 of the GPDO. The City Council as Local Planning Authority can only impose conditions or refuse an application where it is satisfied that:

The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that -

- (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land;*
- or*
- (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.*

The pre-application submission states that if Network Rail are unable to gain agreement to develop land currently outside of their ownership then it would be necessary to submit a Transport and Works Act Order (TWAO) (which would allow for land to be assembled). Alternatively both the land assembly and planning permission could be sought through a TWAO (as was previously carried out in relation to the East West Rail improvements, formerly known as Evergreen 3).

The City Council as local planning authority cannot confirm whether or not the development would constitute lawful development for the purposes of the prior approval process identified in Part 18 of the GPDO. The only way to seek a formal determination whether or not the proposed development would be lawful on the basis suggested would be seek a lawful development certificate on the basis on Section 191 of the Town and Country Planning Act 1990 (as amended).

This pre-application response focuses on providing advice in relation to the prior approval process as requested.

Policy Considerations

Notwithstanding the position of Network Rail that the works can be carried out on the basis of the prior approval process I have set out below the main policies and relevant documents that should be considered in the preparation of the final scheme.

Oxford Local Plan 2001-2016

Policy TR10 – Oxford Station Improvements

Oxford Core Strategy (2011)

Policy CS5 – West End

Oxford Local Plan 2036 – Proposed Submission

Policy M1 – Prioritising walking, cycling and public transport

Policy SP1 – Sites in the West End

Oxford West End Area Action Plan

Oxford Station Supplementary Planning Document (SPD)

Initial view on Environmental Impact Assessment

I have not sought the advice of the Council's specialists in the preparation of this pre-application response in relation to the technical requirements of an Environmental Impact Assessment. The pre-application submission states that you will be preparing an Environmental Statement (ES) for the project as a whole on the basis that the proposals would constitute part of a project with an overall area greater than 1 hectare (which constitutes EIA development for the purposes of 10(d) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017). I note that you will be submitting a formal scoping request. Please note that these comments do not constitute the Council's formal scoping opinion for the purposes of Regulation 15 of the 2017 Regulations.

It is my view that the key issues that will need to be considered as part of the scoping request should include:

- Noise
- Vibration
- Odour
- Air pollution
- Biodiversity
- Flooding
- Road Transport

Comments on Pre-Application Submission

Overall Use and Quantum of New Development

The proposals represent a considerable improvement in terms of the station infrastructure. It is noted that the proposals would provide considerable additional track capacity (the western deck and down Oxford passenger loop) as well as passive provision for the eastern deck.

The improvements that are proposed to Botley Road would be a considerable improvement to the highway and the experience for all road users (particularly pedestrians and cyclists). These are strongly supported. However, there needs to be consideration for the design and external appearance of the bridge; this information has not been provided in detail to the City Council as part of the pre-application submission. The City Council would support a high-quality design bridge that makes use of good quality materials and respects the character and context of the surrounding built environment.

It will be necessary as part of any proposal to remove the existing footbridge over Botley Road and it should be replaced with a similar or improved footbridge.

The proposed development does not appear to integrate any solution for cycle parking which is heavily oversubscribed at the existing station site. It is acknowledged that this may come forward separately as part of the development of the station on the eastern side of the railway.

Demolition of Hostel and Nursery

The proposals would involve the loss of both the existing YHA hostel and the nursery. These would be required to be demolished to make way for the proposed new western station entrance and the revised track layout (specifically the new western line). Whilst the loss of these buildings cannot be considered to be a reason for refusing a prior approval application made on the basis of Part 18 of the GPDO their loss would be contrary to the Council's adopted policies for loss of short-stay accommodation (CS32 Of the Core Strategy (2011)) and the loss of community facilities (Policy CS20 of the Core Strategy (2011)). It is therefore recommended that these facilities should be rebuilt and re-provided. We acknowledge that the pre-application request indicates that 'discussions continue with the youth hostel and a private developer' and you may make a second pre-application request for 'an entrance building incorporating commercial offices above and a new youth hostel between the newly aligned Cripsey Road and new through platform'. You have noted you are 'looking at a second layout design incorporating a mixed-use scheme that could include a new nursery building, a replacement youth hostel building, and an alternative station entrance building which would incorporate commercial offices on the upper floors.'

Siting and Design of the Western Entrance Building

The enclosed drawings with the preapplication request offer 'an early outline of a railway entrance building', indicating that 'the exact design, scale and location of this building may be subject to change'. The proposed building would be sited on the western side of the railway in a position that

would be elevated above Botley Road but lower than the railway. This height difference is presumably favourable in operational terms as it gives rise to the opportunity to provide the subway. It also gives rise to a situation where the building would be very prominent in the streetscene. This should be embraced as an opportunity to provide a high quality landmark building. Oxford as an international tourist destination and one of the UK's most celebrated cities in terms of its architecture and heritage mean that the role of the railway station as a key gateway into the city should be reflected in the high quality of that building. Limited information has been provided at present about the overall appearance and materials that are proposed for the building. Despite this the following observations are made about the design of the proposed building:

- The building does not appear to respect the context of the surrounding built environment in terms of its form and massing. Whilst a station building can take a radically different approach in many respects to the surrounding built environment it should also draw from the context of the surroundings in order that it represents high quality design.
- Any materials used in the construction of the building should be high quality to reflect the character and appearance of the surroundings which are typified by a largely traditional pallet of Victorian materials. This does not preclude the use of contemporary materials but this needs to be done in a way that contributes positively to the built realm.
- The height of the proposed building may have an impact on wider views through the site and public realm. A more detailed assessment of this would be welcomed as part of the full submission made for prior approval.
- The proposed station entrance needs to carefully consider how it integrates with the existing public realm. The proposals clearly provide a western station entrance that may be used as the primary station entrance in the event of a redevelopment of the existing station (eastern side) and therefore should consider increase pedestrian movements that would result. There are no details relating to bollards and security and these features are likely to be required as part of any proposal and should be included.
- The existing proposals do not provide a sufficiently inspiring 'gateway' for the City of Oxford. Further consideration about enhancing the entrance to the station should be considered as part of the proposals for a prior approval application.
- The proposals do not seem to follow Network Rail's guidance on new stations (www.networkrail.co.uk/industry-commercial-partners/supplying-us/supply-works-services-products/buildings-and-architecture-design-guidance/) or the station design checklist. Your prior approval should ideally make reference to the consideration of the proposals against those criteria.
- If Network Rail is unable to deliver a high quality western entrance for the site that is future proofed in terms of making provision to link into a high quality gateway station then it may be preferable to provide a more basic open (not enclosed) temporary development to the west of the station that can then be removed as part of a later phase (involving a more comprehensive development of the entire station site). The temporary nature could be up to five years only.

The proposed station building would need to take on board the above concerns in order that it does not injure the amenity of the neighbourhood.

The City Council's view is that the proposed western entrance building should be designed in a way that will allow it to integrate with the future proposed railway station on the eastern side of the railway. The building should be able to assimilate into a new station facility in both its external design and functionality. There are also potential concerns about the width of the proposed subway; this may not have sufficient width to ensure that the station would be future-proofed.

The proposed development would provide very limited opportunity to integrate other uses into the station building. Stations are increasingly seen as gateway destinations in their own right and the City Council would support an approach which acknowledges this and makes provision for other commercial uses as part of the station development and maximises the use of land. This approach is advocated by the Oxford Station SPD.

Signage

No details have been provided about the signage for the station or wayfinding in the vicinity of the site. It is essential that any application for prior approval should include this information as it needs to be carefully considered as part of the overall scheme.

Removal of the Osney Lane Footbridge

Osney Lane footbridge provides an important connection for pedestrians between Osney and the City Centre. The importance of the footbridge as a local route is arguably likely to increase in the context of the wider developments that are scheduled to take place in the West End, Oxpens and Osney Mead as well as those developments that are associated with the wider station developments. The bridge is identified as a retained connection in the Oxford Station SPD.

Despite the above, it is acknowledged that the existing bridge has some limitations in terms of its accessibility (particularly by disabled people). It is understood that Network Rail is seeking to remove the footbridge as it would need to be replaced to facilitate electrification and other station enhancements and the cost of a replacement bridge would be prohibitive. This has been justified (in part) by the improvements that would be taking place in close proximity to the footbridge associated with the widening of the Botley Road bridge for pedestrians and cyclists. Whilst the City Council would expect Osney Lane footbridge to be replaced it is possible that Network Rail may be able to work with partners to seek confirmation that replacement facilities are being provided in close proximity to the site as there are proposals for improved pedestrian and cycle bridges over (or under) the railway line being promoted in connection with the improvements to the Thames path and Osney Mead industrial estate's redevelopment. In the absence of adequate replacement facilities being provided elsewhere the City Council would strongly object to the loss of the Osney Lane footbridge.

Impact on Neighbouring Amenity

Whilst the proposed development cannot be refused for the purposes of Part 18 on its impact on neighbouring amenity the City Council wishes to raise the potential concerns about the height of the proposed development and its proximity to residential properties in Cripsey Road, Botley Road and Mill Street. The proposals could give rise to significant adverse impacts on occupiers of these properties and it is to be hoped that the proposed Environmental Impact Assessment will include full consideration of this possibility.

Strategic County Council Comments

Oxfordshire County Council supports the provision of additional rail capacity and redevelopment at Oxford Station. We appreciate the opportunity to provide officer feedback through the formal pre-application request made to Oxford City Council and acknowledge that we are also currently reviewing highways technical issues and providing separate advice in respect of that.

Over the last five years significant improvement works have been carried out near the station. In addition to the work that Network Rail has carried out, including the construction of two terminating bay platforms with new canopies, the County Council has delivered improvements to Frideswide Square.

The pre-application request relates to part of what is described by Network Rail as Oxford Corridor Phase 2 Capacity Improvement. This provides for additional track and a twin-face platform on the west side of Oxford Station with a new Botley Road Bridge span and a new Western Entrance building. High-level transport officer comments on the associated works appropriate for this pre-application stage are attached.

A future Oxford Corridor Phase 3 project will involve an additional rail span to the east, an additional platform and redevelopment of the existing station building. It is important that the current Phase 2 designs enable this without the need for significant further intervention to the public highway. The Phase 2 scheme should include the provision of foundations and abutments for a new eastern rail span alongside the replacement footbridge over Botley Road.

Redevelopment at Oxford Station is in accordance with the Local Transport Plan (including the Oxfordshire Rail Strategy), the Strategic Economic Plan and the emerging Local Industrial Strategy. It has also been identified as a priority scheme in the Oxfordshire Infrastructure Strategy. It will enable growth through the creation of additional passenger and freight capacity. Given the scale of housing growth anticipated in Oxfordshire between 2011 and 2031 (100,000 new homes) and further growth anticipated as the Oxfordshire Plan 2050 is prepared, we consider that this additional capacity is essential, as it would potentially enable and support other rail projects and development of services, including further phases of East West Rail, redevelopment of the Cotswold Line and reopening of the Cowley branch line. The County Council has been instrumental in achieving agreement for additional funding through OxLEP to support the new railway bridge across Botley Road.

We are happy to provide additional written support to Network Rail for any funding application. We could seek Member support through a report to Cabinet in respect of information that is able to be made public.

Highway Development Control Comments

The County Council wishes to bring the following key issues to your attention:

1. County Council is supportive of the proposals subject to clarifications and appropriate amendments to the proposed design
2. Widening of Botley Road required for pedestrian / cycle enhancements
3. A Transport Assessment should be scoped with the county council when appropriate
4. Given cycle safety concerns, traffic generation in / out of Cripsey Road and Roger Dudman Way should be minimised
5. High quality cycle parking needs to be provided
6. A Construction Traffic Management Plan will be required and should be developed with the county council

The county council is supportive of the proposed Phase 2 enhancement works at Oxford Station. The proposed improvements will help increase rail use to and from Oxford in accordance with the priorities set out in Local Transport Plan adopted by the county council. Therefore, the county council welcomes this pre-application consultation and would be grateful to be included in any further opportunities to engage through the process.

Road widening and other highway proposals

Comments on the highway layout changes are being dealt with separately and are being coordinated by engineering colleagues given their highly technical nature. This includes the proposal to lower the vertical alignment of Botley Road to enable greater clearance under the bridges.

The proposals seek to widen Botley Road to provide three vehicular lanes. This was based on previous discussions with the county council dating back a few years. However, this has been reconsidered and in the context of the current transport strategy for Oxford, a third lane on Botley Road underneath the bridge is not required for the following reasons:

- There is no greater capacity for vehicular traffic movement either side of Botley Road bridge than underneath it, and no realistic prospect of increasing capacity in either direction on either side of the bridge.
- There is no obvious requirement for a two traffic lane approach to the Botley

Road/station/Becket Street junction at Frideswide Square as the current junction layout copes well with the current and likely future traffic flows.

- There is no obvious requirement for an eastbound bus lane approaching the above junction, which is not a common cause of significant delays to buses.
- There is no strategic policy in Oxford to cater for traffic growth – all current policies of both local authorities are aimed at *reducing* traffic entering in the city centre in future, not increasing it.

The county council's view is therefore that the 'bottleneck' to be resolved relates to the current sub-standard provision for pedestrians and cyclists, which will come under increasing pressure in future as a result of the local authorities' policies and schemes to promote these modes. It is important that provision for pedestrians and cyclists is improved.

Transport assessment scope

The pre-application submission does not provide sufficient information at this stage to scope a Transport Assessment. A TA will need to be completed and should consider the impacts of i) the planned highway layout changes ii) the additional movements (vehicular and other modes) generated by the expansion of the station and associated additional rail services iii) the construction of the scheme.

All of the following areas should be considered, with flow changes quantified and impacts assessed. Depending on the scale of vehicular flow changes expected, traffic modelling may be required. Traffic modelling may in any event be required for other aspects of the EIA, such as air quality modelling.

Pedestrian flows

- In/out of proposed western entrance
- Under Botley Road bridge, both sides
- In/out of existing station building and forecourt
- Crossing Frideswide Square – particularly the four informal crossings of the four arms of the large (station) roundabout.
- Consider need for any new crossing points

Cycle flows & parking

- To/from proposed western entrance
- Under Botley Road bridge in both directions
- Right turn from Botley Road to Roger Dudman Way
- To/from existing station building and forecourt
- Quantify need for new cycle parking across the station site, but particularly on west side of station

Car

- In/out of station forecourt (drop off/pick up/blue badge/short stay car park)
- In/out of Roger Dudman Way (use of Roger Dudman Way should be minimised)
- In/out of Becket Street car park (long stay car park)

Bus & taxi

- Use of existing bus and taxi services serving forecourt and Frideswide
- Taxi movements to proposed western entrance
- Consideration of additional bus movements in/out of forecourt

Deliveries & servicing

- In/out of station forecourt
- In/out of Roger Dudman Way (use of Roger Dudman Way should be minimised)

Design and Highway Layout

The junctions of Cripsey Road and Roger Dudman Way have in the past been the locations of serious cycle personal injury collisions. Roger Dudman Way is a popular cycle route to the station and provides access to large student accommodation blocks further north. The design of the area in front of the new western entrance area needs to consider the cyclists passing through to the student accommodation as well those accessing the station. For these reasons, the county council is keen to minimise the traffic generation to / from Cripsey Road and Roger Dudman Way. The drawings show the provision of a layby for drop off and provision of 2 no. disabled car parking spaces and 27 no. general car parking spaces. It is not clear who would benefit from this provision. The removal of these spaces should be considered to make the Western entrance to the station more focused on pedestrian and cycle access.

The drawings also show the introduction of priority working for vehicles along Roger Dudman Way. The design of the priority working is not clear and therefore further clarification is requested.

Cycle access

Without the provision of a right turn facility at Cripsey Road it is unrealistic to expect high numbers of cyclists to turn right from Botley Road into Cripsey Road (and hence Roger Dudman Way). These cyclists should be accommodated on the northern cycle / footway bringing them from Frideswide Square to Roger Dudman Way (and vice versa).

Accommodating west-bound cyclists along the northern cycle/footway would require the facility to be a bi-directional one (for cyclists), for safety reasons. As such, the width of the northern cycle/footway may need to be adjusted to accommodate this provision, which could be offset from the southern cycle/footway width. A bi-directional cycleway along the northern front of Botley Road would improve cyclist safety, reducing a need for the right turning cyclists from Botley Road into Cripsey Road across the Botley Road traffic.

Additional cycle parking should be provided in accordance with adopted cycle parking standards and these spaces should be covered and secure. The number of spaces provided should be informed by a calculation of demand (see above). The existing cycle parking at the station is spaced inadequately often resulting in spaces not being used as they cannot be accessed. Therefore, reference should be made to the county council's Cycling Design Standards which provides guidance on cycle parking dimensions.

Public realm

High quality hard and soft landscaping was introduced in Frideswide Square in 2015, and as the station and the routes in and out of it are critical arrival and departure points for the city, it is important that a high standard of public realm is achieved as part of any station improvements. At this stage no details of the treatment of the public realm are available; we need to see these as soon as possible so there is an opportunity to influence the proposals.

Construction

This will be a highly complex project to construct and will have major impacts on highway and rail users. A detailed Construction Traffic Management Plan needs to be developed in partnership with the county council's Network Management team and appropriate stakeholders (such as bus operators). This needs to be developed alongside the scheme design so that Network Management considerations is able to inform the plan rather than merely responding to it and should focus on the following in relation to public transport:

- Scope for rerouting strategic bus routes away from Botley Road, quite probably using Abingdon Road or Woodstock Road

- Scope for turning some bus routes from the west around an Abbey Road – Cripsey Road loop, allowing some buses to remain on Botley Road, to give access to the rail station and to provide pedestrian connectivity to the city centre and other eastbound buses.
- Viability of the 'Seacourt' Park and Ride facility for this period, so whether diverted buses are feasible or whether Park and Ride users should be re-directed to other sites.

The impact on the County's strategic bus network needs to be assessed as the Botley Road bridge spans several important bus services including:

- S1 Carterton- Witney – Eynsham – Botley – Oxford City Centre
- S6 Swindon – Faringdon – Botley Road – Oxford City Centre
- S9 Wantage – Grove – Besselsleigh – Botley – Oxford City Centre
- 4 Abingdon – Cumnor – Botley – City Centre – Wood Farm (with two branches)
- U1 Brookes Bus from Harcourt Hill to Headington Hill main campus
- 400 Park and Ride from Seacourt to City Centre and Thornhill.

Public transport users and operators need very clear information about the route patterns which can be operated at different stages of the work. Should any 'one-way' provision under the bridge be proposed, then the impact on the full length of each bus route should be considered. It may or may not be more logical to re-route in both directions.

Conclusion

The proposed development would be welcomed in principle in terms of facilitating improvements to the rail network, providing additional capacity at Oxford Station. Oxford City Council and Oxfordshire County Council consider that the proposals represent a first step to achieving the ambitions that both Councils have to delivering a world class station for Oxford. Further consideration is needed for specific aspects of the proposals and the Councils are willing to engage in further conversations, including supporting applications for additional funding to ensure that all the matters raised in this letter are addressed.

Yours sincerely



Robert Fowler
Development Management Team Leader (West)

For and on behalf of Adrian Arnold
Acting Head of Planning Services – Oxford City Council

And

L Hughes

Lynette Hughes
Senior Planner, Strategic Planning Team

For an on behalf of Sue Halliwell
Director for Planning and Place – Oxfordshire County Council

Appendix C

Screening and Scoping Opinion

Network Rail
Paul Humphrey
Network Rail Capital Delivery
Western SN1
Building Station Road
Swindon
SN1 1DG

Date: 5th January 2021
Your ref: 163390-NWR-LET-CNS-
000001
My ref: 20/01751/CONSLT
Please ask for: Rob Fowler
Telephone: 01865 252104

Dear Mr Humphrey

APPLICATION: Screening and Scoping request - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme Request for Environmental Impact Assessment Screening Opinion (Regulation 6) and Scoping Opinion (Regulation 15)

PROPOSAL: Oxford Phase 2 Capacity Improvement Scheme (including Botley Road widening and rail bridge replacement, New station western entrance, New Platform 5 and platform buildings and sheepwash Bridge replacement)

AT: Oxford Railway Station

FOR: Network Rail

I am writing in response to the Screening and Scoping Opinion submitted on the 8th July 2020 and your subsequent letter dated 15th October 2020. The letter dated the 15th October confirmed changes to the scheme, specifically the removal of the separate freestanding YHA building from the scheme. In addition it has been confirmed that the baseline western ticket hall structure will be approx. 24m east/west (railway – Cripsey Road), 29m long (north/south) and 7.92m high from the western entrance/subway ground level of 56.10m datum. Given the change to the scheme I am issuing a new joint screening and scoping response to reflect the changes to the scheme.

1. Joint screening and scoping response

Following receipt of the EIA Scoping Report, I am writing pursuant to Regulation 6 and 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Please consider this to the formal joint screening and scoping response from the Local Planning Authority.

In accordance with the requirements of the Regulations, the Council have consulted the

following bodies:

- Canal and River Trust
- Oxfordshire County Council planning
- Environment Agency
- Control of major-accident hazards competent authority (COMAH)
- Garden History Society
- Health and Safety Executive
- Oxfordshire County Council (Local Highway Authority)
- Highways England
- Historic England
- Oxfordshire County Council as lead flood authority
- Oxfordshire County Council (Planning)
- South Oxfordshire District Council, Cherwell District Council, Vale of White Horse District Council and West Oxfordshire District Council as the neighbouring planning authorities
- Natural England
- Network Rail
- Thames Water
- Oxfordshire Fire Service
- Thames Valley Police

I attach copies of the received responses and updated comments following the amendment to the scheme and re-consultation from the above as **Appendix 1**.

2. Scheme description

The proposals relate to the development of the Oxford Phase 2 Capacity Improvement Scheme, which would include the following elements:

- Botley Road widening and rail bridge replacement
- New station western entrance to the station
- New Platform 5 and platform buildings
- Sheepwash Bridge replacement

The extent of the scheme considered within the response is that set out within the EIA Scoping Report (July 2020) (Revision A04).

3. Screening Opinion

In accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 we consider the proposals to constitute EIA development for the reasons set out below.

The development would not fall within any of the categories of Schedule 1 development

The development is considered to fall within the category of 10b in Schedule 2 as an 'urban development project' with a site area of more than 1ha and does not relate to the construction of dwellinghouses.

The proposals would not fall within a sensitive area for the purposes of the EIA regulations. However it is important to note that the site does lie within close proximity to the Oxford Meadows Special Area of Conservation as well as Rewley Abbey and Rewley Swingbridge scheduled monuments.

In accordance with the EIA Regulations, Schedule 2 development should be reviewed against the criteria set out in Schedule 3 to determine whether it is likely to result in significant effects on the environment by virtue of:

- the characteristics of the development, in particular: its size; culminating with other development; the use of natural resources; the production of waste, pollution and nuisances; and/or the risk of accidents;
- the location of the development in terms of the environmental sensitivity of the geographical areas likely to be affected by the proposed development, in particular: the existing land use; the relative abundance, quality and regenerative capacity of natural resources in the area; the absorption capacity of the natural environment paying particular attention to areas such as nature reserves and parks, and landscapes of historical, cultural or archaeological significance; and
- the characteristics of the potential impact – that is, considering the potential significant effects in relation to the characteristics and location of the development, and having regard in particular to: the extent of the impact; the transfrontier nature of the impact; the probability of the impact; and the duration, frequency and reversibility of the impact.

Having had regard to the above it is considered that the development set out within the screening opinion would be likely to result in significant effects on the environment in terms of:

- Odour, dust and traffic emissions
- Contaminated land
- Archaeological remains
- Impact on historic buildings and landscapes (including the setting of listed buildings and conservations areas)
- Users of public rights of way
- The amenity of residential properties (including vibration and noise)
- Traffic and access (including vehicular, pedestrian and cycle)
- Impact on land use and the local economy
- Air quality
- Impact on public transport
- Flooding (fluvial, surface water and groundwater)
- Impact on water quality

Some of the above significant effects would be experienced during the construction phase of the development, some would be experienced if the development was built and in some instances it would be both.

In conclusion it is considered that the development subject to the screening opinion does constitute EIA development and an Environmental Statement will be required.

4. Scoping opinion

For the purposes of Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Oxford City Council as Local Planning Authority agree with the identified scope set out on page (i) of the submitted Scoping Report but subject to the commentary on each identified point as set out below.

Air Quality and Odour

In terms of construction impacts it is agreed that odour, dust and changes in traffic emissions need to be scoped into the Environmental Statement (ES).

Specific consideration for impact on air quality in the context of human health in that section of this letter.

Biodiversity and Ecology

Whilst it is agreed, in accordance with the conclusions of the Scoping Report that a separate ecology chapter will not be required based on the proposals outlined. A Preliminary Ecological Appraisal of the application site and zone of influence must be undertaken, along with any further phase 2 surveys required, for example for bats. Ecological assessment shall also include all ancillary areas, such as construction compounds. The survey will identify protected, notable and priority species, designated sites, important habitats and any other notable biodiversity features which may be directly or indirectly impacted.

Habitat and species surveys should be undertaken in accordance with prevailing best practice guidance and carried out by suitably qualified personnel. The assessment will include a desk study, with data obtained from the Thames Valley Environmental Records Centre (TVERC). The PEA shall answer the following questions:

- What species or habitats are involved;
- What is the population level (or area) likely to be affected by the proposal;
- What are the direct and indirect impacts of the proposal on Species or Habitats of Principal Importance;
- Is the impact necessary or acceptable, in consideration of the 'avoid, mitigate, compensate' hierarchy;
- What can be done to mitigate the impact; and
- Will a licence be required from Natural England.

The report will evaluate whether the proposed works have the potential to impact on a European Protected Species and result in an offence under The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. If an offence is likely, the applicant will need a licence from Natural England and OCC must consider whether a licence is likely to be obtained before granting planning permission. It must be noted that protected species surveys are typically valid for 12 months.

An assessment of any potential impacts on statutory and non-statutory designated sites of nature conservation value shall be undertaken in light of the ecological appraisal. An update to the Preliminary Report to Inform Habitats Regulations Assessment: Screening (July 2020) shall be provided, to include consideration of in-combination impacts.

The scheme shall demonstrate a measurable net gain in biodiversity and details of ecological enhancements will be provided.

Natural England as the statutory consultee have requested further information should

feature in the Environmental Statement in relation to biodiversity and geology (including the impact on SSSIs, SAC, air quality, climate change adaption, cumulative and in-combination effects).. Natural England has confirmed that the Oxford Meadows SSSI is outside of the scope of the EIA in respect to Geology and Soils due to its location outside of the 500m buffer study area. Natural England's response is included in Appendix 1.

Geology and Soils

Subject to the aforementioned comment relating to Natural England's requests the only other comments on this section is that the impact on contaminated land needs to be considered as part of the human health section as well as geology and soils.

Historic Environment

It is agreed that the impact on archaeological remains, historic buildings and historic landscapes needs to be considered as part of the ES. For clarity, this must include a robust LVIA for listed buildings, important identified views (both in and out of the City) and consideration for the impact on designated and non-designated heritage assets.

With specific reference to the inclusion of archaeology in the ES it is confirmed that this is warranted as there is potential for this development to have a significant environmental impacts. The scheme has the potential to impact on:

- The precinct of Osney Abbey.
- The Sheepwash Channel, a likely man-made waterway of medieval origin.
- Outlying features associated with Rewley Abbey (i.e. boundaries and fishponds).
- Post-medieval archaeology of local interest (i.e. miscellaneous activity along the post-medieval route of Botley Road and relating to the development of the railway)

The level of detail provided in the scoping documentation on the extent of likely ground works is currently minimal, only a number of 'compounds' are referred to. The most sensitive of these is the proposed 'nursery relocation compound'. It is understood that the proposed nursery will be a single storey temporary structure that should be able to be supported on modest foundation. A conditional approach (trial trenching- mitigation by design and or recording) secured through the prior approval process would be acceptable.

Historic England has confirmed that the Swing Bridge can be scoped out due to the location of the proposed works. They have also confirmed that the operational impacts on buried archaeological remains can be scoped out.

The Gardens Trust have provided a comment and have asked that the ES needs to consider the impact of the proposals on Worcester College garden. Views of the building from this location will therefore be required unless subsequently proven and agreed with the City Council that the existing YHA building is not visible and therefore the baseline building would not be visible from the College. Their comments are detailed in **Appendix 1**.

Landscape and Visual

The baseline western ticket hall building would have an approximate height of 7.92m. Given this, long distance views will not be required for the baseline two storey building. The larger building would require a more detailed landscape and visual assessment which should be detailed in the addendum to the main ES and the following should be considered.

The larger six storey building proposal would give rise to landscaping and visual impacts on the users of public rights of way, residential properties, the Westgate Hotel and the Said

Business School. The Council has sought advice from colleagues, specifically at Oxfordshire County Council who have also provided some comments. The ES will need to consider the impact of the proposals in longer distance views including at a distance of 5km (the current Environmental Constraints drawing – Landscape (dwg 163390-JAC-SKE-EEN-000004) only shows a study area of 2km).

The scoping report refers to National Character Areas, Regional Character Areas and the Landscape Character Assessment for Oxford (Land Use Consultants, 2002) but does not make reference to the Oxfordshire Wildlife and Landscape Study (OWLS) from 2004. Whilst OWLS does not cover the application site itself, the boundary of one of the Landscape Types (River Meadowlands) and Local Character Areas (Upper Thames - UT/4) runs on the western side of the River Thames opposite the Sheepwash Channel. The Scoping Study should give consideration to OWLS even if it might not require to be scoped in.

Officers agree with the scoping report that the list of potential visual receptors should be reviewed and identified through the Zone of Theoretical Visibility (ZTV). The map and viewpoints detailed in the letter submitted on the 15th October are considered acceptable. Officers would also stress the importance of assessing the impact of the scheme (in particular the 6-storey high station building) in more distant views including the view cones and the Hills to the West of Oxford, which offer extensive views across Oxford and its Dreaming Spires, and which are very popular for local recreation all year round. It is important the impact of the proposed station building on distant views is adequately assessed.

In line with GLVIA (Guidelines for landscape and visual impact assessment) it is important to remember that the design process and assessment process are meant to be interactive, and that the LVIA should be used to inform the scheme design, e.g. the height and design of the station building.

Notwithstanding that limited detail has been provided as part of this scoping opinion, the potential loss of mature trees and the impact of the new 6-storey station building are likely to be the key concerns in landscape and visual terms.

A methodology has not been submitted at this stage, but the report suggests using the Design Manual for Roads and Bridges, LA107 Landscape and visual effects, Revision 0. Whilst being similar to the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3) by the Landscape Institute, it is recommended that the Landscape Institute Guidance is used for developing the assessment methodology. It is also recommended that the methodology is agreed prior to the assessment being carried out. The use of Type 3 visualisations in line with the Landscape Institute's guidance 'Visual Representation of Development Proposals LI TGN 06/19 seems appropriate.

Noise and Vibration

The Councils Environmental Health Team would wish to be involved in developing the methodology for the assessment of the noise and vibration impacts of the proposal.

The Canal and River Trust have requested that any noise impact assessment needs to include occupiers of nearby waterways.

In principle, the Council agrees with the scope of the noise and vibration considerations for the purposes of the ES as outlined in the report.

Populations

The identified areas of access, amenity, employment and local economy and land use and displacement are all areas that need to be scoped in for the ES.

Human Health

The identified areas in the Scoping Report are considered correct in the Council's view; specific consideration should be had for the comments below relating to the impact on air quality.

It is agreed that the nature of the proposed development may give rise to a significant effect on air quality (during construction phase) in the absence of mitigation. Officers agree (in principle) with the proposed scope and methodology for the air quality assessment that is described in chapter 6 (pages 11 to 17). This methodology seems to be adequate, as it captures and considers all the pollutant emissions that are expected to originate from the site by all the relevant sources as well as their potential impacts, following all the relevant air quality guidance.

The methodology proposed does not include assessment of train emissions neither of traffic emissions during operational phase. Reference to those emission sources should be clearly mentioned along the EIA, and proper justification will need to be included in the document, clearly stating the reason(s) why those emissions are not being considered:

- For train emissions, the EIA should be able to clearly demonstrate that Chapters 7.18 and 7.19 of DEFRA's LAQM TG16 are not matched
- For the impact of traffic emissions during operational phase, the EIA should be able to clearly demonstrate that the expected increase of AADT (estimated in the future transport assessment) is well below the more stringent IAQM (Table 6.2 of Land-Use Planning & Development Control: Planning For Air Quality) criteria with regards to LDV and HGV flows, above which the impacts of those emissions require quantification (within an AQMA)

To reiterate, officers are of the opinion that Network Rail should improve their current justifications, by adding in their response the following points:

1- Make mention to LAQM TG16 (Box1.1 page 1-10). Which basically says that the annual mean NO₂ does not apply to "Building façades of offices or other places of work where members of the public do not have regular access"., and that also says that the only limit value that applies to railway stations is the 1 hour mean NO₂ of 200ug/m³.

2-Refer to the fact that in 2019, and according to data from the Government website: <https://uk-air.defra.gov.uk/data/gis-mapping/>, the urban background concentration of NO₂ in the area of interest is of 19.84 ug/m³, which is below the maximum of threshold of 25ug/m³ which is referred on paragraph 7.18 of LAQM TG16 as being the minimum figure for the impacts of these emissions to be considered.

And if applicable,

- refer to the fact that the new ticketing office will be distanced from the railway lines >30 m, which is above the distance thresholds referred in chapter 7.18 of LAQM T16 for stationary and moving locomotives

Impacts of traffic emissions during operational phase

- Make the appropriate link between Oxfordshire County Council's considerations in terms of changes on capacity of current traffic flows, and current thresholds for increase of capacity of LDVs and HGVs levels which are recommended in the IAQM guidance (Table 6.2 of Land-Use Planning & Development Control: Planning For Air Quality) and above which the impacts of traffic emissions will need to be considered on a EIA /AQA.

- The justification for the non-inclusion of these emissions as part of the final assessment could also include reference to the relevant parts of the transport assessment/statement that prove this to be the case.

In relation to fire safety, the council has consulted the fire protection and business safety team who have not made any adverse comments on the ES. They have pointed out that it is assumed that the building works relating to the proposed new entrance to the station will be processed by the fire safety building control team specific to rail infrastructure developments and will meet all appropriate standards.

Traffic and Transport

The ES needs to consider the impact on the road network, public transport, pedestrians and cyclists.

Specific comments have been received from Highways England, in relation to the impact of the development on the Strategic Road Network (SRN); which needs to be considered as part of the EIA scoping. Highways England are concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34. Network Rail has been working with Oxfordshire County Council (OCC) on the proposal and the scope to the Transport Assessment(TA). OCC has confirmed that they are happy with the scope of the TA that has been agreed and do not require capacity assessments of the A34 junction. Officers suggest that Network Rail engages with Highways England to ensure their concerns are considered.

Comments have been received from Network Rail indicating that they have no comments to make in relation to scoping.

The impact on the local road network needs to be carefully considered and OCC highways need to be consulted with throughout as they are the Local Highway Authority.

Water Resources and Flood Risk

The council agrees with the points identified in the Scoping Report subject to the following comments:

In point 16.3.5 - Critical Drainage Areas has been removed from most recent SFRA 2017. The scoping report states that no groundwater flooding events have been recorded within the area, however (as also acknowledged within the report) groundwater flooding is often linked to fluvial flooding and river levels, therefore this should be taken into account during assessment. In terms of the flood risk – reservoir breach, this is identified as only affecting Sheepwash Channel Bridge and has been scoped out due on basis this would not alter the risk of this happening it is therefore queried if this should be scoped in due to the effect of potential reservoir breach on the development.

In terms of the impact of the development on water quality for groundwater, it is queried if this in fact should be scoped in given the potential for spillages (either during construction or built phase of development).

In terms of geomorphology this has been scoped out yet the rationale for doing so seems to contradict this given that the report states that the 'works at Sheepwash Bridge potential to affect channel beneath.' As a result it is queried if in fact this should be scoped in.

5. Cumulative Impacts

There is a potential for the development to give rise to significant impacts if other developments are built at the same time.

Firstly, the development of the East West Rail link may impact on the immediate station environment and give rise to an increase in vehicle movement, noise, vibration and other environmental impacts.

The Oxford Flood Alleviation Scheme, if this goes ahead would be a large construction project taking place approximately half a mile from the Oxford Station area and could significantly impact on vehicle movements particularly on Botley Road and the A34. There could be other cumulative environmental impacts arising from this scheme being carried in tandem with the Oxford Phase 2 works.

There are wider urban development projects that could take place at the same time as this development that are at various stages of planning consideration. These include developments in the West End of Oxford City Centre, land south of Oxpens Road and the Osney Mead Industrial Estate redevelopment. All these projects could give rise to an increased environmental impact if they take place at the same time as the proposed Oxford Phase 2 works.

Subject to the comments made by consultation bodies, and the council's listed above being fully taken into account in bringing forward an Environmental Statement to accompany any outline planning application in due course, then the City Council would confirm that the proposed methodology is supportable.

Please accept this letter as the Local Planning Authority's formal response to your request for a Scoping Opinion under the provisions of regulation 13 of the 2011 EIA Regulations.

Yours sincerely

Robert Fowler

Development Management Team Leader (West)

For and on behalf of

Adrian Arnold

Head of Planning Services

From: BCTAdmin@thameswater.co.uk
To: [planningcomments](#)
Subject: 3rd Party Planning Application - 20/01751/CONSULT - EIA Scoping Opinion
Date: 03 August 2020 09:34:27

Oxford City Council
St. Aldates Chambers
109 - 113 St. Aldates
Oxford
Oxon
OX1 1DS.

Our DTS Ref: 66475
Your Ref: 20/01751/CONSULT - EIA Scoping Opinion

3 August 2020

Dear Sir/Madam

Re: 22, CRIPLEY ROAD, OXFORD, OXFORDSHIRE , OX2 0AH

Waste Comments

Thank you for giving Thames Water the opportunity to comment on the above application. Thames Water are the statutory water and sewerage undertaker for the area and would like to make the following comments: Thames Water are satisfied that the report has considered the Water needs of the development as set out in The EIA Regulations 2017 Schedule 4.

Water Comments

.

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel:020 3577 9998
Email: devcon.team@thameswater.co.uk

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Oxford City Council
109
St Aldate's Chambers
Oxford
Oxfordshire
OX1 1DS

Your Ref 20/01751/CONSLT
Our Ref CRTR-PLAN-2020-30398
Monday 17 August 2020

Dear Mr Fowler

Proposal: Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme

Location: Network Rail Oxford Corridor, Oxford

Waterway: Hythe Bridge Street Arm (Ox'd Cnl)

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is the following general advice:

Any future application should consider the potential of impact on users of the local waterways in any noise assessment.

Yours sincerely,

Jane Hennell MRTPI
Area Planner

Jane.Hennell@canalrivertrust.org.uk
07747 897793

<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

Canal & River Trust
Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire DE13 7DN
T 0303 040 4040 E canalrivertrust.org.uk/contact-us W canalrivertrust.org.uk



Historic England

Mr Robert Fowler
Oxford City council
St Aldate's Chambers
109-113 St Aldate's
Oxford
Oxfordshire
OX1 1DS

Direct Dial: 0207 973 3633

Our ref: PL00709882

18 August 2020

Dear Mr Fowler

Thank you for your consultation on the above. Historic England has the following comments to make.

In section 9.3.3 of the Environmental Impact Scoping Report, table 9.1 appears to have got the relevant distances with respect to scheduled monuments confused - the Swing Bridge is likely to be the closest to the red line boundary of the proposals, rather than Osney Abbey.

9.5.1 might also include Statements of Heritage Significance: Analysing Significance in Heritage Assets; Historic England Advice Note 12 (October 2019)

Table 9.3 identifies three sources - archaeological remains, historic buildings and historic landscape. There follows a definition of historic buildings. As it stands, none of the three categories would include the scheduled Swing Bridge, and so we suggest a refinement might be needed here.

Table 9.3 scopes out archaeological remains at operational stage. We do understand why this might be done, but as Historic England's guidance states, buried archaeological remains can have a setting and that setting can be affected, for example by increased noise impact. It may be better to leave archaeological remains scoped in at this stage.

Yours sincerely,

Chris Welch
Inspector of Ancient Monuments
Chris.Welch@HistoricEngland.org.uk

cc: David Radford, Oxford City Council



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



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Historic England



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

From:Lewis Grace
Sent:7 Aug 2020 12:53:04 +0100
To:FOWLER Robert
Cc:Planning
Subject:scoping opinion - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme

OFFICIAL



Network Rail
1st Floor
Bristol Temple Point
Bristol
BS1 6NL

My Ref: P/TP20/0481
Your Ref: 20/01751/CONSLT

Date: 7 August 2020

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

PROPOSAL: scoping opinion - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme

Dear Robert,

Thank you for your email dated **31 July 2020** together with the opportunity to comment on this proposal.

As this is a Network Rail scheme we have no comments to make on the scheme.

Yours Sincerely,

Grace Lewis

Town Planning Technician Wales and Western

Network Rail

Temple Point, Redcliffe Way, Bristol, BS1 6NL

E grace.lewis@networkrail.co.uk

www.networkrail.co.uk/property

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From:Ross, Stuart - Fire and Rescue Service

Sent:11 Aug 2020 12:11:33 +0100

To:FOWLER Robert

Subject:Consultation on request for scoping opinion - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme

Hi Robert

That you for the information provided, at this point we would offer no adverse comments. It is however assumed that the building works relating to the proposed new four storey entrance to the station will be processed by the fire safety building control team specific to rail infrastructure developments and will meet all appropriate standards.

Many thanks

Kind regards

Stuart

Stuart Ross GFireE

Station Manager Dev

Fire Protection & Business Safety

Community Safety Services | Communities Directorate

Oxfordshire County Council

Tel: 07979 924505

stuart.ross@oxfordshire.gov.uk

www.oxfordshire.gov.uk

For General Business Fire Safety Advice:-

<https://www.oxfordshire.gov.uk/business/advice-businesses/business-fire-safety>

For Covid-19 Specific Business Fire Safety Advice:-

https://www.oxfordshire.gov.uk/sites/default/files/file/coronavirus/fire_safety_message_for_businesses.pdf

From: FOWLER Robert <RFowler@oxford.gov.uk>

Sent: 05 August 2020 08:19

To: Johns, Steve - Fire and Rescue Service <Steve.Johns@Oxfordshire.gov.uk>

Subject: FW: Consultation on request for scoping opinion - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme

Dear Steve,

Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Request for Scoping Opinion

I've been trying to find the correct address to consult the fire department on this, typically we do consult you on EIA development and scoping opinions. If this is not the correct address then please let me know or forward it to the relevant person. I have consulted other departments of the County Council including highways and flooding.

Please see attached letter requesting for your comments on the attached scheme.

Regards

Rob

Robert Fowler

Development Management Team Leader (West) | Development Management | Planning Services |
Oxford City Council, St. Aldates Chambers, 109-113 St Aldates, Oxford, OX1 1DS | DD: 01865 252104 |
rfowler@oxford.gov.uk |

Website: www.oxford.gov.uk | Follow us on Twitter: www.twitter.com/OxfordCity | Like us on
Facebook: www.facebook.com/OxfordCityCouncil

How do you rate the customer service you have received from the Development Management Team?

Please click on the icon below which best reflects your experience; this will take you to a short online survey which will help us improve the service



[Good](#)



[Average](#)



[Poor](#)

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From:Planning
Sent:14 Aug 2020 08:35:10 +0100
To:FOWLER Robert
Subject:FW: #10910 - 20/01751/CONSLT - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme - Request for EIA Scoping Opinion
Importance:High

Hi Rob

Please see the email below. I have requested that it gets uploaded to IDOX and SENSITIVE.

Kind regards

Laura

From: Strongitharm, Glen [mailto:Glen.Strongitharm@highwaysengland.co.uk]
Sent: 13 August 2020 14:35
To: Planning <planning@oxford.gov.uk>
Cc: Blake, Patrick <Patrick.Blake@highwaysengland.co.uk>; Ginn, Beata <Beata.Ginn@highwaysengland.co.uk>; Townend, Zoe <Zoe.Townend@highwaysengland.co.uk>; Planning SE <planningse@highwaysengland.co.uk>
Subject: RE: #10910 - 20/01751/CONSLT - Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme - Request for EIA Scoping Opinion

Reference: 20/01751/CONSLT

Our reference: 10910

Location: Oxford

Proposal: Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme):

- Botley Road widening and rail bridge replacement.

- New station western entrance.
- New Platform 5 and platform buildings.
- Sheepwash Bridge replacement.

Consultation on request for a formal EIA Scoping Opinion under Regulation 15 of the Town and Country Planning (EIA) Regulations 2017

Dear Rob,

Thank you for consulting Highways England on 31st July 2020 regarding the Request for an Environmental Impact Assessment (EIA) Scoping Opinion for the Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34.

We do not offer a view of if an EIA is required or not as this is for the Local Planning Authority to determine. However, we look forward to working with the applicant and Oxford City Council to develop the scope for the subsequent Transport Assessment. We can advise that we would expect that any subsequent Transport Assessment would assess any potential impacts to the A34 Botley Interchange and any impact from the reassignment of traffic due to the rail bridge replacement. We would also expect a Construction Traffic Management Plan to be provided. We would welcome early engagement with the applicant to more clearly understand the proposed works and continued engagement with them during the development of this proposal.

I hope this is helpful.

Kind Regards,

Glen

Glen Strongitharm

Area 3 Assistant Spatial Planner

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: www.highwaysengland.co.uk

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Date: 21 August 2020
Our ref: 324034
Your ref: 20/01751/CONSLT



Oxford City Council
BY EMAIL ONLY

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Robert Fowler

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the EIA Regulations 2017): EIA Scoping Opinion - Proposed Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme.

Location: Oxford Railway Station, Park End Street, Oxford OX1 1HS

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in your consultation dated 31 July 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law¹ and guidance² has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact Mike Barry on Michael.Barry@NaturalEngland.org.uk. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully

Mike Barry
Lead Adviser – Sustainable Development
Thames Solent Team

¹ Harrison, J in *R. v. Cornwall County Council ex parte Hardy* (2001)

² *Note on Environmental Impact Assessment Directive for Local Planning Authorities* Office of the Deputy Prime Minister (April 2004) available from <http://webarchive.nationalarchives.gov.uk/+http://www.communities.gov.uk/planningandbuilding/planning/sustainability/environmental/environmentalimpactassessment/noteenvironmental/>

Annex A – Advice related to EIA Scoping Requirements

1. General Principles

Schedule 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of the information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.

It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the ‘in combination’ effects of the proposed development with any existing developments and current applications. A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

2. Biodiversity and Geology

2.1 Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework sets out guidance in S.174-177 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2 Internationally and Nationally Designated Sites

The ES should thoroughly assess the potential for the proposal to affect designated sites. European sites (e.g. designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2017 (as amended). In addition paragraph 176 of the National Planning Policy Framework requires that potential Special

Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites.

Under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site.

Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Sites of Special Scientific Interest (SSSIs) and sites of European or international importance (Special Areas of Conservation, Special Protection Areas and Ramsar sites)

The development site is 700m the following designated nature conservation site(s):

- Oxford Meadows SAC
- - European site conservation objectives are available on our internet site <http://publications.naturalengland.org.uk/category/6490068894089216>

2.3 Regionally and Locally Important Sites

The EIA will need to consider any impacts upon local wildlife and geological sites. Local Sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The Environmental Statement should therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures. Contact the local wildlife trust, geoconservation group or local sites body in this area for further information.

2.4 Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2017 (as amended)

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. Natural England has adopted [standing advice](#) for protected species which includes links to guidance on survey and mitigation.

2.5 Habitats and Species of Principal Importance

The ES should thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006.

Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available here <https://www.gov.uk/guidance/biodiversity-duty-public-authority-duty-to-have-regard-to-conserving-biodiversity>.

Government Circular 06/2005 states that Biodiversity Action Plan (BAP) species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

Natural England advises that a habitat survey (equivalent to Phase 2) is carried out on the site, in order to identify any important habitats present. In addition, ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present. The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys);
- Additional surveys carried out as part of this proposal;
- The habitats and species present;
- The status of these habitats and species (e.g. whether priority species or habitat);
- The direct and indirect effects of the development upon those habitats and species;
- Full details of any mitigation or compensation that might be required.

The development should seek if possible to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of priority habitat for the area under consideration.

2.6 Contacts for Local Records

Natural England does not hold local information on local sites, local landscape character and local or national biodiversity priority habitats and species. We recommend that you seek further information from the appropriate bodies (which may include the local records centre, the local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document).

3. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

4. Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' ([NPPF](#) Para 174), which should be

demonstrated through the ES.

5. Cumulative and in-combination effects

A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information):

- a. existing completed projects;
- b. approved but uncompleted projects;
- c. ongoing activities;
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts);
- b) the development must provide suitable mitigation to lessen the effects of impacts on site.
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Oxford City

Consultation: EIA Scoping Opinion for the Network Rail Oxford Corridor Phase 2
Capacity Improvement Scheme submitted by Network Rail

Consultation: Oxford Station

Response date: 21/08/2020

Strategic Comments

Oxfordshire County Council supports the provision of additional rail capacity and redevelopment at Oxford Station.

The EIA scoping opinion relates to part of what is described by Network Rail as Oxford Corridor Phase 2 scheme. The scoping opinion describes the proposed development in and around Oxford Railway Station.

Please also see detailed officer comments below.

Officer's Name: Jonathan Wellstead

Officer's Title: Senior Planner

Date: 20/08/2020

Appendix 1 – Detailed Officer Comments

Team	Section	Page	Comment
Transport Policy & Strategy	EIA Scoping Report, paragraph 6.4.6	14	The County Council welcomes reference to enhanced walking and cycling access. We request further detailing on what the proposals are for e.g. safe routes to rail stations, good crossing points where needed and secure cycle parking.
Environment	Landscape and Visual (chapter 10) of the scoping report and associated figures	45-54	<p><u>Study area</u> Para 10.1.3 states that the study area will be extended to 5km in order to consider the potential impact on the view Oxford view cones. I agree that the study area should reflect the impact on the view cones but note that the current Environmental Constraints drawing – Landscape (dwg 163390-JAC-SKE-EEN-000004) only shows a study area of 2km.</p> <p><u>Baseline Landscape</u> The scoping report refers to National Character Areas, Regional Character Areas and the Landscape Character Assessment for Oxford (Land Use Consultants, 2002) but does not make reference to the Oxfordshire Wildlife and Landscape Study (OWLS) from 2004. Whilst OWLS does not cover the application site itself, the boundary of one of the Landscape Types (River Meadowlands) and Local Character Areas (Upper Thames - UT/4) runs on the western side of the River Thames opposite the Sheepwash Channel. The Scoping Study should give consideration to OWLS even if it might not require to be scoped in.</p> <p><u>Baseline Visual Amenity</u> The scoping report seems to cover the most important visual receptors, but it is difficult to fully judge the appropriateness and completeness of the chosen viewpoints without a corresponding plan. I agree with the scoping report that the list of potential visual receptors should be reviewed and identified through the Zone of Theoretical Visibility (ZTV). I also recommend for the viewpoints to be agreed with the local planning authority prior to the assessment being carried out.</p>

			<p>I would also like to stress the importance of assessing the impact of the scheme (in particular the 6-storey high station building) in more distant views including the view cones and the Hills to the West of Oxford, which offer extensive views across Oxford and its Dreaming Spires, and which are very popular for local recreation all year round. It is important the impact of the proposed station building on distant views is adequately assessed.</p> <p>In line with GLVIA (Guidelines for landscape and visual impact assessment) it is important to remember that the design process and assessment process are meant to be interactive, and that the LVIA should be used to inform the scheme design, e.g. the height and design of the station building.</p> <p>Notwithstanding that limited detail has been provided as part of this scoping opinion, the potential loss of mature trees and the impact of the new 6-storey station building are likely to be the key concerns in landscape and visual terms.</p> <p><u>Methodology</u></p> <p>A methodology has not been submitted at this stage, but the report suggests using the Design Manual for Roads and Bridges, LA107 Landscape and visual effects, Revision 0. Whilst being similar to the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3) by the Landscape Institute, I'd recommend that the Landscape Institute Guidance is used for developing the assessment methodology. I also recommend that the methodology is agreed prior to the assessment being carried out. The use of Type 3 visualisations in line with the Landscape Institute's guidance 'Visual Representation of Development Proposals LI TGN 06/19 seems appropriate.</p> <p><u>Summary of Scoping Opinion (10.6)</u></p> <p>I agree with the summary of the scoping decision in general terms, but much will depend on further detail with regard to the receptors and their impact.</p>
--	--	--	--

From:Walker, Stuart

Sent:21 Aug 2020 17:11:23 +0100

To:FOWLER Robert

Subject:Your Ref 20/01751/CONSLT / Our Ref P20/V1932/3PC - Oxford Corridor Phase 2 Capacity Improvement Scheme

Hi Rob,

Thanks for your letter dated 31 July 2020 in connection with scoping opinion for the Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme.

The Vale of White Horse District Council has no detailed observations to make and are content with the topics scoped in / out by the applicant as detailed in table 1 of their 8 July 2020 letter.

I trust this is helpful.

Kind regards

Stuart Walker

Major Applications Team Leader

Planning

South Oxfordshire and Vale of White Horse District Councils

Customer service: 01235 422600

Direct contact: 07717225181

Address:

135 Eastern Avenue
Milton Park
Milton
Abingdon
Oxfordshire
OX14 4SB

Visit us at: www.southoxon.gov.uk or www.whitehorsedc.gov.uk

To find out more about how the council holds, uses and stores your personal data, please click this link for [South Oxfordshire](#) or this link for [Vale of White Horse](#)

Important Information

Due to the ongoing Coronavirus outbreak we are all working from home. Therefore some of our working practice and processes have changed, and in some cases there may be a slight delay in dealing with your query or application. Your patience is appreciated. For further information please see our website for updates: www.southoxon.gov.uk or www.whitehorsedc.gov.uk

Please be aware that some of our staff may be redeployed to other roles where necessary to assist and deal with the Coronavirus outbreak.

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This email was Malware checked by UTM 9. <http://www.sophos.com>



The Gardens Trust
70 Cowcross Street, London EC1M 6EJ
Phone: (+44/0) 207 608 2409
Email: enquiries@thegardenstrust.org
www.thegardenstrust.org

margiehoffnung@thegardenstrust.org

Research - Conserve - Campaign

25th August 2020

Robert Fowler Esq
Development Team leader (West)
Oxford City Council
St Aldgates Chambers
109-113 St Aldgates
Oxford
Oxon OX1 1DS
RFowler@oxford.gov.uk
planningpolicy@oxford.gov.uk

Dear Mr Fowler,

Ref : EIA Scoping Report (REF: 163390-NWR-LET-CNS-000001 Rev.A) - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017; Network Rail Oxford Corridor Phase 2 Capacity Improvement Scheme; Request for Environmental Impact Assessment Screening Opinion (Regulation 6) and Scoping Opinion (Regulation 15)

Thank you for consulting The Gardens Trust (GT) in its role as statutory consultee with regard to proposed development affecting a site listed by Historic England (HE) on their Register of Parks and Gardens as per the above application. We have liaised with our colleagues in the Oxfordshire Gardens Trust (OGT) and their local knowledge informs this response.

Worcester College Garden, Oxford, is listed as Grade II*. The List entry number is 1000465. The List describes the Gardens, as : *'The main part of the college gardens, laid out in the early C19 as picturesque pleasure grounds, consists of three informal sections of open lawn, each area with its own wooded perimeter path, all connected by the central lake. The south lawn, entered from Main Quad, is overlooked to the north by the C15 south range, given picturesque detailing on this face in the C19 to imitate a row of rural cottages. Along the east and south boundaries of the lawn stand several C20 buildings in varying styles. The perimeter path, encircling the lawn, runs in front of the buildings, overlooking the lawn planted with mature specimen trees including a very large plane tree.'*

We have not been able to visit the Garden but have consulted Magic Maps (DEFRA) and Google Earth map to take into account the context of the proposed developments at the Oxford Rail Station site and its possible impact on Worcester College Gardens.

Our understanding is that the main development at the rail station will be the six-storey replacement building on the current Youth Hostel (YH) site. A line drawn from a point north-west of the central lake to the existing YH shows that the view will be obscured by the Said Business School building (which is approximately six storeys in height). However, there is a sensitive area north of this line which may be visible from the Garden in front of the new Massada building which is on slightly higher ground. With this in mind, and on the basis of the

significance of the Listing of the early C19 picturesque pleasure grounds, please would you request that the applicant provide a 'verified view(s)' to confirm that the proposed development at the rail station does not duly impact on the Worcester College Gardens?

In the Jacob's letter of 8th July 2020 from Paul Humphry, please could Worcester College Garden be added to the Landscape Visual Topic Column? Also, in the Noise and Vibration column, proper consideration should be given to the Garden, thus requiring additional impact assessments in the Construction and Operation Scoped In/Out columns. There may be mitigation works required so that vibration does unduly impact the Garden.

Yours sincerely,

Margie Hoffnung
Conservation Officer

Planning and Development

David Peckford, Assistant Director – Planning and Development



Oxford City Council
St Aldate's Chambers
109-113 St Aldate's
Oxford
OX1 1DS

Bodicote House
Bodicote
Banbury
Oxfordshire
OX15 4AA
www.cherwell.gov.uk

Please ask for: **Rebekah Morgan**

Direct Dial: **01295 227937**

Email: **Rebekah.morgan@cherwell-dc.gov.uk**

Our Ref: **20/02089/ADJ**

27th August 2020

Dear Sir/Madam

ADJACENT APPLICATION – CONSULTATION WITH CHERWELL DISTRICT COUNCIL

Application No.: 20/02089/ADJ

Applicant's Name: Network Rail

Proposal: Scoping Opinion describing the following components: Botley Road widening and rail bridge replacement, new station western entrance, new platform 5 and platform buildings, Sheepwash bridge replacement.

Location: Network Rail Oxford Corridor Phase 2 Botley Road Oxford

I refer to your consultation in respect of the above planning application.

Cherwell District Council has **no comments or observations** to make on this proposal.

If you have any queries, you are advised to contact the Case Officer Lewis Knox, on 01295 221858.

Yours faithfully

David Peckford
Assistant Director – Planning and Development



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Follow Up

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To...

Cc...

Subject: FW: Oxford Train station - 20/01751/CONSULT

Good morning Sarah,

We therefore request that the scoping opinion be updated to confirm that the 500m buffer study area is accepted as it is in accordance with the appropriate guidance and best practice, and that therefore the Oxford Meadows SSSI is outside of the scope of the EIA in respect to Geology and Soils.

I can confirm that the Oxford Meadows SSSI is outside of the scope of the EIA in respect to Geology and Soils.

Kind regards,

Mike Barry

Sustainable Development Lead Advisor
Thames Solent Team | Natural England
07917 504049

<https://www.gov.uk/natural-england>

Thriving Nature
for people and planet



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Tags

0 You are not responding to the latest message in this conversation. Click here to open it.

To...

Sent

Subject

Oxford Train Station - 2 0017 5 11 CO N SLT

Dear Sarah

I can confirm that it can be scoped out. I was just anxious to make sure they actually know where the monument is.

Regards

Chris

Christopher Welch BSc MA MCIFA
Inspector of Ancient Monuments
High Speed Two Phase 1 and 2a Co-ordinator
Regions Group London and South East
Mobile phone: 07764 561602

We have launched four new, paid-for Enhanced Advisory Services, providing enhancements to our existing free planning and listing services. For more information on the new Enhanced Advisory Services as well as our free services go to our website: www.HistoricEngland.org.uk/EAS



The Gardens Trust
70 Cowcross Street, London EC1M 6EJ
Phone: (+44/0) 207 608 2409
Email: enquiries@thegardenstrust.org
www.thegardenstrust.org

margiehoffnung@thegardenstrust.org

Research - Conserve - Campaign

24th November 2020

Sarah de la Coze
Oxford City Council
St Algate's Chambers
109-113 St Aldgates
Oxford
Oxon OX1 1DS
planningpolicy@oxford.gov.uk
SDELACOZE@oxford.gov.uk

Dear Ms de la Coze,

Ref : EIA Scoping Report (REF: 163390-NWR-LET-CNS-000001 Rev.A) - Oxford Train Station

Thank you for coming back to us with the revised details for the above scoping report and acknowledgement that the replacement Youth Hostel is now not going ahead. Due to the temporary nature of the vibration and noise during the building work, we do not have any comments to make on this aspect of the proposals. However, we do still have concerns that views out from the Gardens and first floor principal rooms of Worcester College may be impacted due to rising ground levels at the College.

In our earlier letter we mentioned a '*sensitive area north of this line which may be visible from the Garden in front of the new Massada building which is on slightly higher ground.*'. We would be reassured if your officers could request that 'verified views' section drawings are presented to ensure that no harm is done in this response.

With best wishes,

Yours sincerely,

Margie Hoffnung
Conservation Officer

Appendix D



The Occupier

Community Relations
Western House
1 Holbrook Way
Swindon
SN1 1BD
**Network Rail 24-hour
National Helpline
03457 11 41 41**

9 March 2021

Plans for Oxford Station

Dear Neighbour,

We would like to invite you to a presentation about our plans at Oxford Station.

The online event, using Microsoft Teams, will take place between 6pm and 7pm on Thursday 25 March.

Our plans, known as 'Oxford Corridor Phase 2', will include the following:

- Creation of a new platform with improved passenger facilities
- Development of a new station entrance on the western side of the railway
- Replacement of Botley Road Bridge and improvement of cycle/footways
- Re-alignment of Roger Dudman Way to join Cripsey Road and improving road safety

The first part of the event will be a presentation of the plans by our project team, which will be followed by some time for you to ask them any questions you may have.

Questions can be submitted during the presentation (we will explain how to do this at the start of the event), and we will try to answer as many questions as we can. If we run out of time, you can send any further questions to OxfordPhase2@networkrail.co.uk.

To access this event, you do not need to have Microsoft Teams installed on your device, you just need to type the below link into your browser.

<https://bit.ly/2MzZiMd>

You can also use the longer link if you have any problems with the above.

https://teams.microsoft.com/l/meetup-join/19%3ameeting_NmVmNTM0YWEtNGEwNC00ZDY4LTkxODMtYmI1MWRIYTY5YjE2%40thread.v2/0?context=%7b%22Tid%22%3a%22c22cc3e1-5d7f-4f4d-be03-d5a158cc9409%22%2c%22Oid%22%3a%2288e5c062-7cdf-498b-be4a-51d71c592f36%22%2c%22IsBroadcastMeeting%22%3atrue%7d

If you don't have access to the internet, then please call 03457 11 41 41 and we can help make alternative arrangements.

In the meantime, if you have any questions or issues that you want to raise with us, we can be contacted via the e-mail detailed above.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Tamison Painter', with a stylized flourish at the end.

Tamison Painter

Community Relations Executive

If you are thinking about doing any work on or near the railway infrastructure, please contact us so we can provide expert advice and assistance

Appendix E

Who	Planned event	When	NR Lead/Attendees
Tom Bridgman (OCC) meeting	TEAMS meeting	15th Jan	CN , CM
Local Councillors (Cripsey Rd and Mill Street) - Colin Cook, Susanna Pressel, John Howson, James Fry, Louise Upton, Claire Keane - Oxford City Community Relations officer	TEAMS meeting	20th Jan 6-7pm	MT, LH, CN, CF, TC
Cripsey Rd (Via residents Association)	Letter drop and TEAMS Live Event.	26th Jan	MT, LH, CN, CF, TC
Mill Street (Via residents Association)	MS Teams Event	12th Feb	MT, LH, CF
NR Design Review/Oxford Design Panel	Workshop via MS TEAMS. <i>LH arranging</i>	24th March	LH, SB, CN, DPE, CF
Wider Councillors	TEAMS meeting. <i>Matthew to request if there is an existing forum</i>	23rd Feb	MT, LH, CN, (CM), TC, CF
NR BEAP Panel	Regular NR/BEAP Meeting	18th Feb	CN/AW
Oxford Preservation Trust	Letter / Phone Call. <i>CN to call Debbie Dance.</i>	31st March	CN
Oxford Civic Society	TEAMS Meeting	10th Feb	CN
OXLeP	Claire to discuss with Jeremy Long	20th Jan	CM
Cherwell College	TEAMS Meeting	17th Feb	MT, LH, CN, CF
Wider Public Engagement	Letter within 300m of site, Press Release, linking to the Website, followed by TEAMS Live Event.	25th March	MT, LH, CN, CF, TC
RISG	Slide at next meeting informing of engagement	Jan 13th	CN

CN Christopher Nash
CM Claire Mahoney
LH Lynne Halman
AW Andy Willson
CF Colin Field
TC Tony Conn
MT Matthew Thompson
SB Sarbjeet Malhi
DPE Lawrence Walton

Senior Sponsor
 Industry programme director, Greater Oxford Area
Project Manager
 Senior Project Engineer
 Town Planning Manager
Sponsor
 Communications Manager
 Scheme Project Manager
 Design Project Engineer

Appendix F

Public Engagement Presentation

A blue graphic of a railway track with three vertical sleepers.

Oxford Corridor Phase 2 Public Engagement

A blue graphic of a railway track with three vertical sleepers.

Oxford Station

March 2021

1

A vertical blue graphic of a railway track with many horizontal sleepers.

Agenda

- Introductions
- Purpose of engagement
- Strategic context
- Oxford Phase 2 Scheme overview
- Environmental Impact Assessment
- Indicative programme
- Public engagement plans
- Key interfacing projects
- Questions

2

Purpose of engagement:

- To brief stakeholders on the industry's proposals for improving rail's offering through capacity, connectivity and station improvements
- To seek guidance and feedback on our proposals and how to take these forward
- To work with the local community and maximise the benefits and impact of the scheme

Strategic Context

- Rail is a key element of Oxfordshire's transport system, with over 20.5 million journeys made to and from Oxfordshire stations in 2018-19.
- Journeys to and from stations in Oxfordshire have increased by 69 % in the 10 years to 2019 against a UK average of 42 %.
- Oxford station is by far the busiest of Oxfordshire stations with 8.27 million journeys in 2018-19, an increase of 63 % over ten years. Oxford is the 5th busiest station in Network Rail's Wales & Western region.
- Oxfordshire holds a strategically vital position for rail freight, particularly for intermodal and automotive flows between the Port of Southampton and the Midlands.
- With the introduction of the December 2019 timetable, Oxford station is nearing full capacity and cannot robustly accommodate the further service enhancements set out in the 2024 train service specification. Furthermore, the infrastructure in the station area is restricting the transition of journeys from private car to public and active modes of transport.
- Improving rail's service offering will support wider benefits including connectivity to jobs and housing and regional economic growth.



The diagram illustrates the proposed infrastructure for the Oxford Station Masterplan Development Area, showing the layout of tracks, platforms, and proposed infrastructure. The diagram is divided into four main phases: Phase 2A, Phase 2B, Phase 2C, and Phase 2D.

Phase 2A: Located on the left side of the diagram, it shows the existing and proposed track layout between the Oxford Canal Junction and the Godstow Road. It includes the Oxford Canal Junction and the Godstow Road.

Phase 2B: Located at the top left, it shows the proposed infrastructure for the Oxford Canal Junction and the Godstow Road. It includes the Oxford Canal Junction and the Godstow Road.

Phase 2C: Located at the top right, it shows the proposed infrastructure for the Walton Well Bridge, Castle Mill Stream, Sheepwash Bridge, Botley Road Bridge, and Ousey Lane Footbridge. It includes the Walton Well Bridge, Castle Mill Stream, Sheepwash Bridge, Botley Road Bridge, and Ousey Lane Footbridge.

Phase 2D: Located at the bottom right, it shows the proposed infrastructure for the Oxford Station Masterplan Development Area (Indicative) and the Oxford Station Masterplan Development Area (Indicative). It includes the Oxford Station Masterplan Development Area (Indicative) and the Oxford Station Masterplan Development Area (Indicative).

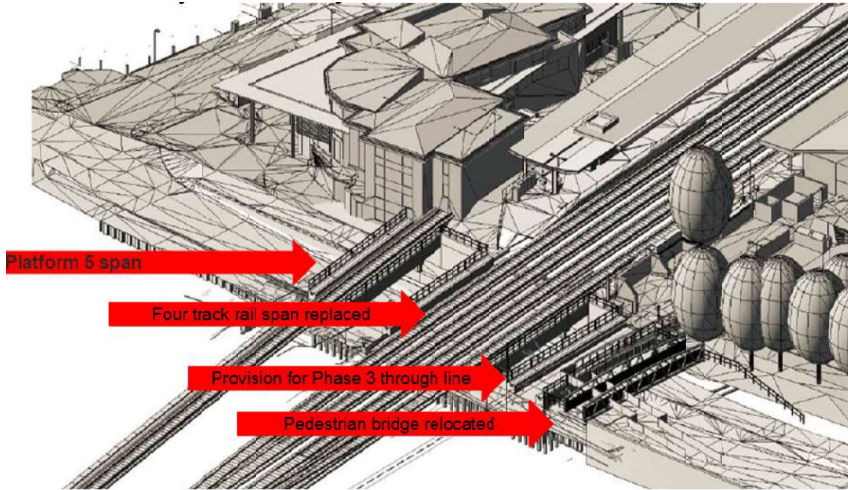
The diagram also shows the Oxford Station Masterplan Development Area (Indicative) and the Oxford Station Masterplan Development Area (Indicative). The diagram includes a legend for 'Predominant direction' and 'Direction of traffic'. The diagram also shows the Oxford Station Masterplan Development Area (Indicative) and the Oxford Station Masterplan Development Area (Indicative). The diagram includes a legend for 'Predominant direction' and 'Direction of traffic'.

The works are currently split into four sub-phases:

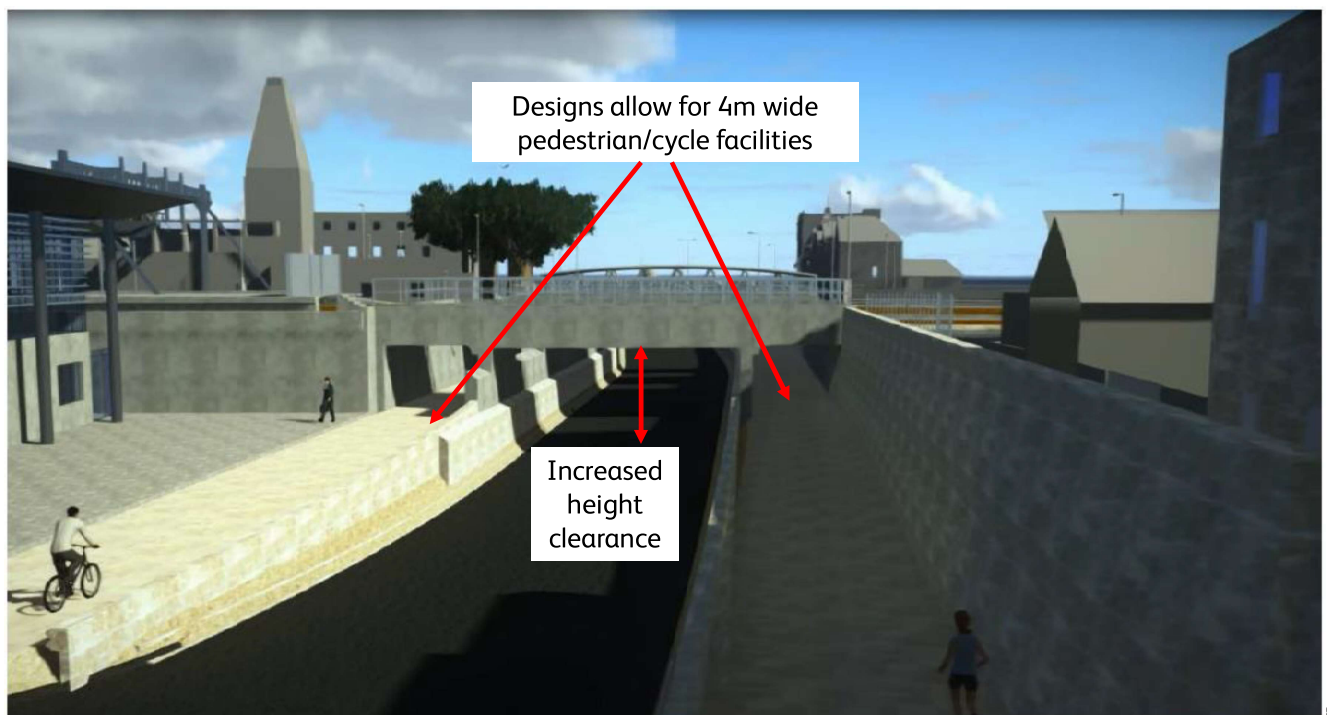
Scope:	Description:	Key Output / Benefits:
Phase 2A: Level Crossings	Level crossing closures at Tackley, Sandy Lane and Yarnton Lane to enable commissioning of signalling improvements from Wolvercote to Heyford, increasing capacity and flexibility.	<ul style="list-style-type: none">• Safety improvements• 2 additional freight paths per hour• Capacity for additional Birmingham to Oxford services• Increased track maintenance access.
Phase 2B: High Speed Crossovers	Three 75mph high-speed crossovers at Oxford North Junction to create additional capacity for services towards Bicester, replacing existing 25mph crossovers	<ul style="list-style-type: none">• 2 minute journey time improvement for services between Oxford and Bicester.• Capacity and performance improvement for all services
Phase 2C: Botley Road Bridge	Replacement of Botley Road bridge main span, a new span to accommodate an additional west side island platform, and passive provision for a future eastern span.	<ul style="list-style-type: none">• Enabler for platform 5 and future eastern through platform• Enabler for future Oxford Station Masterplan• Increased height will allow use of standard height double decker buses
	Significant highways enhancement and 4m wide cycle and pedestrian routes on both sides	<ul style="list-style-type: none">• Improved highway safety• Improved cycle and pedestrian provision and safety
Phase 2D: Station works and Western Entrance	Provide a new down-side twin-face platform and new western station entrance (access from Roger Dudman Way)	<ul style="list-style-type: none">• 50 % increase in through platform capacity for additional services (East West Rail and the 2024 specification)• Increased station pedestrian flow capacity.• Passenger walking time benefits from west side.• Station amenity improvements

Phase 2C – Botley Road Bridge and Highway Works

- New single span for Platform 5 track
- Four track main span replaced
- Passive provision for single track span for eastern through line
- Replacement of Becket Street pedestrian footbridge
- Highway gradient alterations and road re-alignment/widening
- 4m wide cycle/footways on both sides

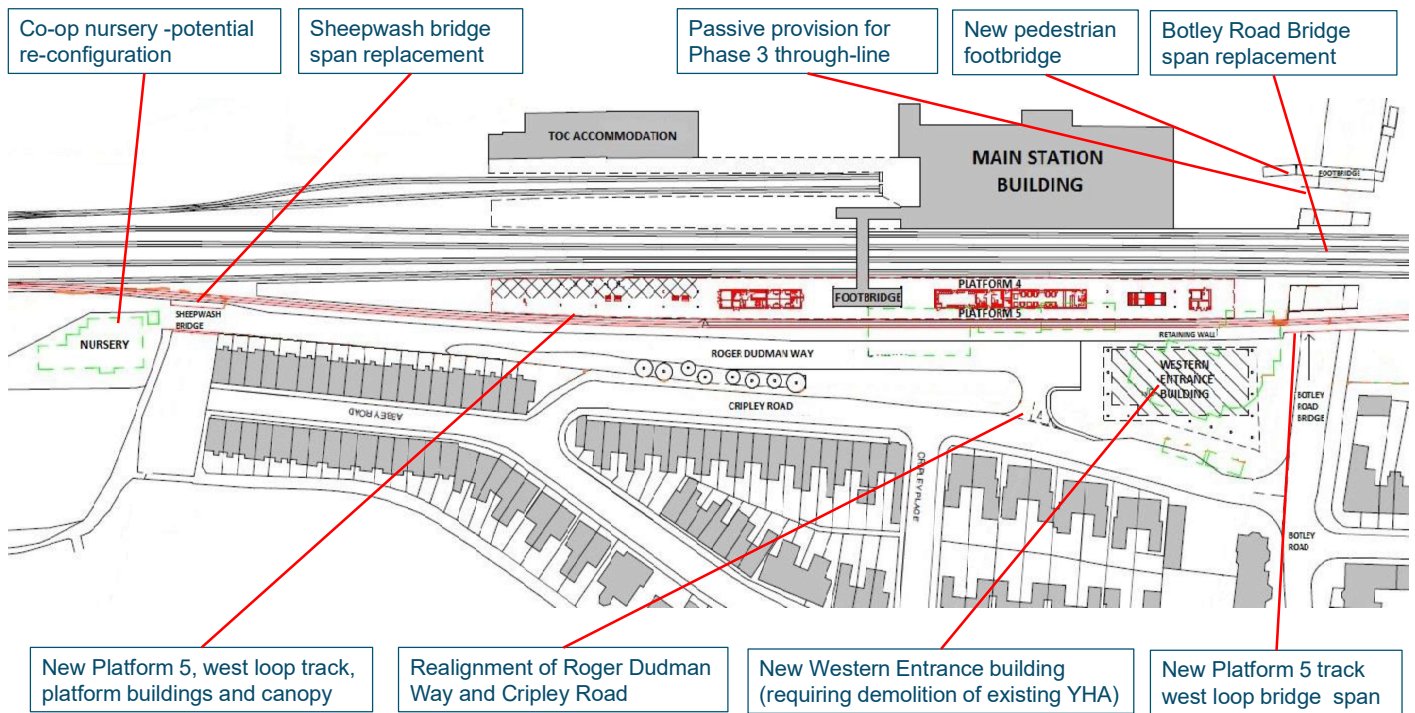


Phase 2C - Botley Road Bridge cont'd (looking east):



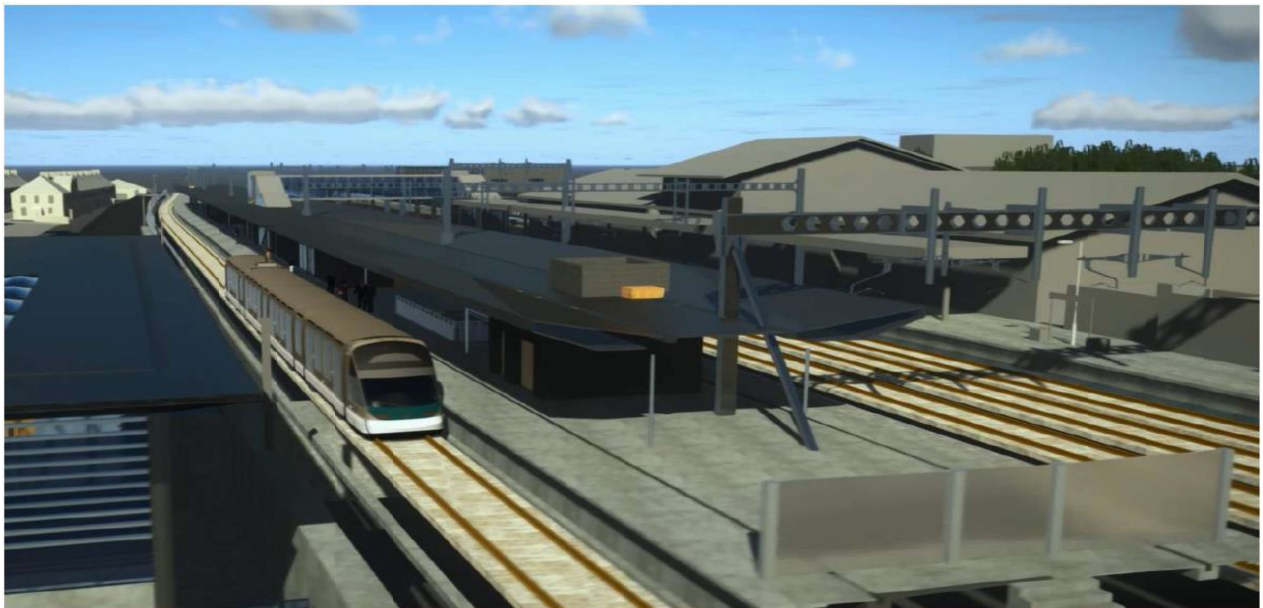
Oxford Phase 2D - Station Area Scope Overview

OFFICIAL



Phase 2D - New Platform and Station facilities:

OFFICIAL



- Increased platform canopy coverage
- New west side station entrance
- New/additional staff and passenger waiting, café/retail facilities etc
- Note that electrification shown in this image will not be delivered as part of this project

Phase 2D - West Station Entrance: Indicative concept visualisations

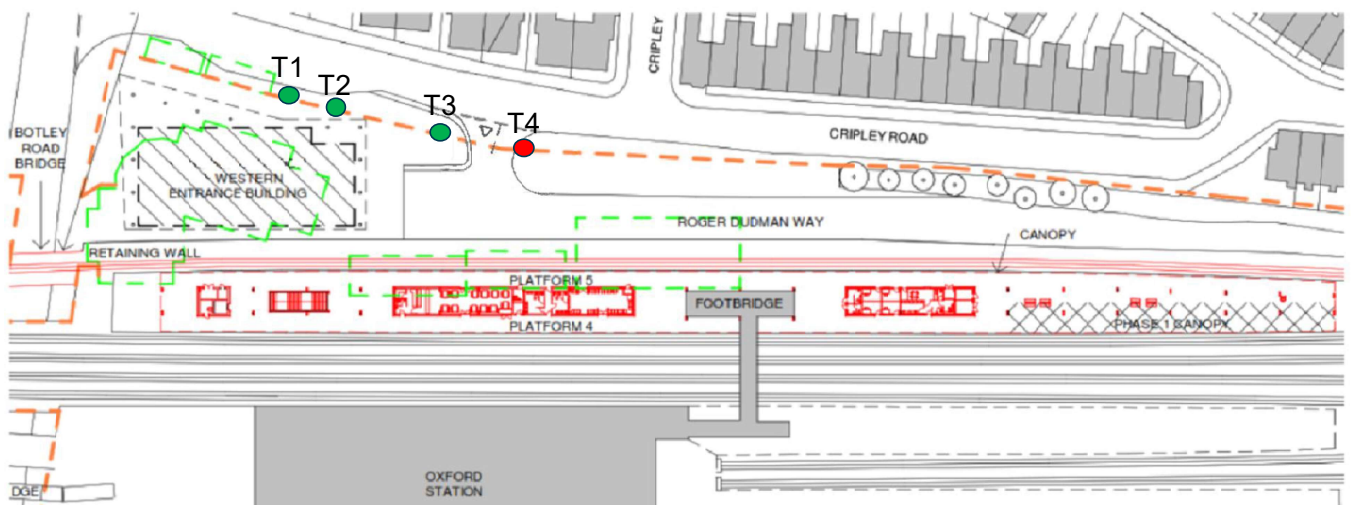


The design/ development of the new west-side station building proposals are ongoing and further details will be shared in the coming months.

The opportunity exists for a combined operational western entrance building and commercial development which we are exploring and may drive a separate planning application at a later date.

11

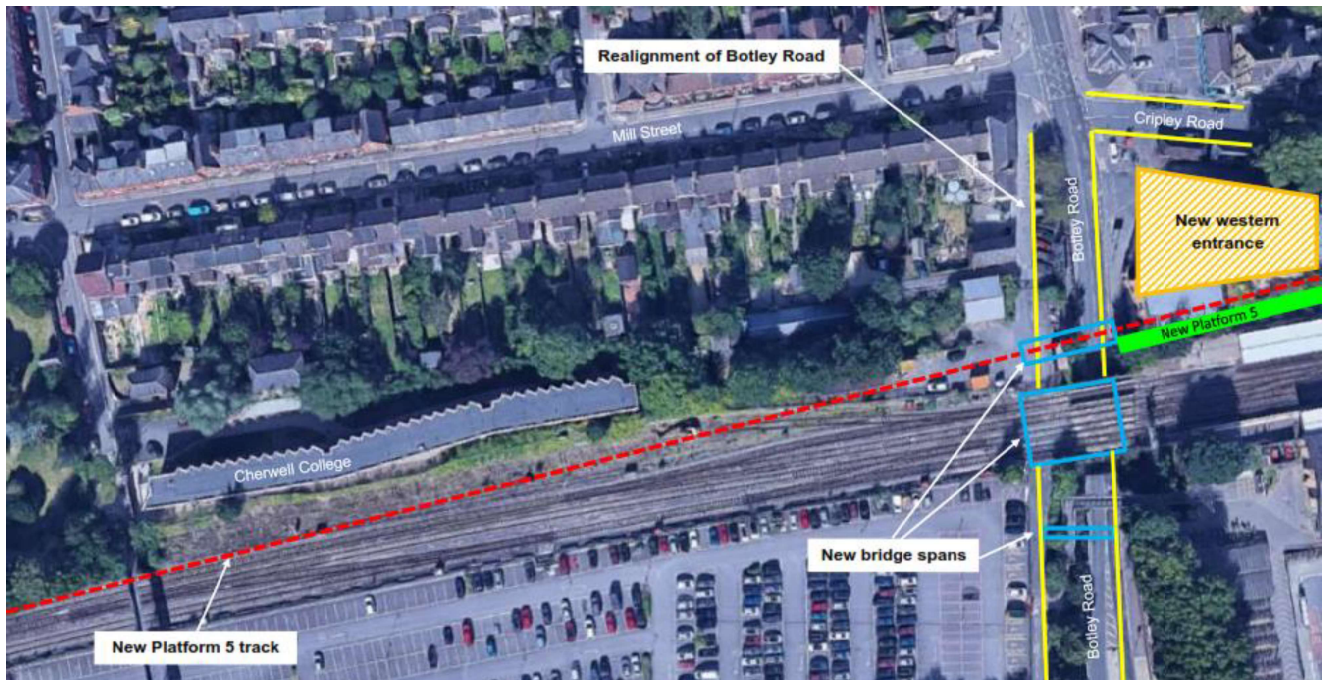
Phase 2D - Station West Side General Arrangement, Highways Layout and Existing Trees:



- Implementation will require 1 of the existing trees (T4) to be removed. Mitigation options to be discussed
- Station drop off/pickup facilities have been removed from outside Western Entrance building to mitigate increase in traffic levels
- Additional cycle parking to be provided on west side.

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Phase 2C & 2D – Station South Side General Arrangement



13

Environmental Impact Assessment:

Network Rail are working with consultants Jacobs on an Environmental Impact Assessment (EIA) for the station works. Details of the scope of the Environmental Statement (ES) are now agreed with technical experts which has involved the City Council Planners formally consulting with their own officers as well as the following bodies:

- Canal and River Trust
- Environment Agency
- Control of major-accident hazards competent authority (COMAH)
- Garden History Society
- Health and Safety Executive
- Oxfordshire County Council (Local Highway Authority and Flood Authority)
- Highways England
- Historic England
- South Oxfordshire District Council, Cherwell District Council, Vale of White Horse District Council and West Oxfordshire District Council as the neighbouring planning authorities
- Natural England
- Thames Water
- Oxfordshire Fire Service
- Thames Valley Police

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Indicative High-Level Programme – Key dates:

- March 2021 - Funding being sought to progress detailed design and enabling works
- May 2021 – Transport and Works Act Order (TWAO) submission to the DfT for land purchase and ‘Prior Approval’ submission to Oxford City Council.
- April 2022 – Final funding ask for full implementation of scheme
- November 2022 – commence highway works on Roger Dudman Way
- December 2022 - Botley Road Bridge (pedestrian element), additional platform face and station buildings
- April 2023 – Botley Road Bridge (bridge and highways)
- November 2023 – West end station entrance
- December 2024 – Entry into Service

	Start	Finish	2020				2021				2022				2023				2024			
GRIP 5 Design			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GRIP 5 design - main station area / Botley Road	Oct-21	Nov-22																				
GRIP 6 Construction	Start	Finish	2020				2021				2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GRIP 6 - main station area / Botley Road	Nov-22	Dec-24																				
Roger Dudman Way realignment & Sheepwash bridge	Nov-22	Sep-23																				
Botley Road pedestrian bridge	Dec-22	Mar-23																				
Botley Road bridge and highway works	Apr-23	Dec-23																				
Platform 5, buildings and canopy	Dec-22	Nov-24																				
Western entrance construction	Nov-23	Nov-24																				
Entry into Service		Dec-24																				

◆ 100 hr rail possession / 110 hr road closure - August 2023

15

Public Engagement Plans(January – March 2021):

January

- Local Ward Councillors (Cripsey Rd and Mill Street)
- Cripsey Rd and Mill Street (via Residents Association)
- OXLeP

February

- Oxford Civic Society
- Cherwell College
- Wider City/County Councillors

March

- Network Rail Design Review/Oxford Design Panel
- Oxford Preservation Trust
- Wider Public Engagement

16

Key Interfacing Projects:

Oxford Masterplan:

- Working with Oxford City and County Councils and their consultants, we are supporting further master planning to understand development opportunities for the wider station area that incorporate additional capacity requirements for future growth in rail, as well as improvements to the wider realm and environment for the station area to transform the gateway to the City.
- The Oxford Phase 2 scheme forms the baseline state from which the Oxford Masterplan designs will build upon
- Consultation on options is anticipated later this year.



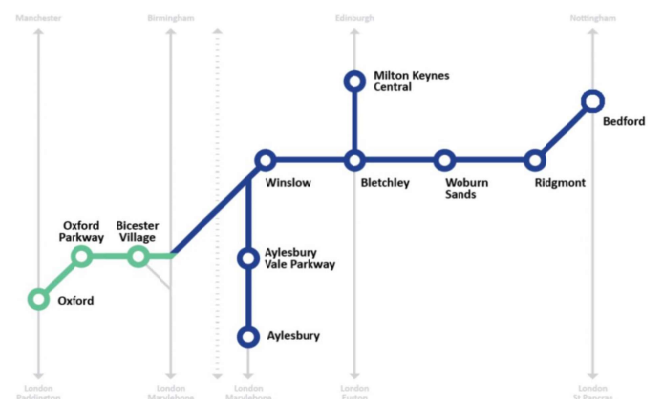
Electrification:

- The Oxford Phase 2 scheme is futureproofed for electrification of the railway, which will bring cleaner, quieter trains. Electrification remains a regional priority.

Key Interfacing Projects cont'd:

East West Rail

- A new direct east-west rail link between Oxford and Cambridge, and beyond. Serving communities across the area, it will cater for future growth, bring faster journey times and lower transport costs as well as easing pressure on local roads. This will support the thriving OxCam Arc of science and business.
- Initial funding for a East West Rail Phase 2 has been achieved for two trains per hour into Oxford from 2024
- Development continues for further service enhancements and configuration states for four trains per hour into Oxford around 2027. Further infrastructure will be required for this.
- The Oxford Phase 2 scheme provides platform and pedestrian flow capacity at Oxford station to support these services.



- EWR are preparing a non-statutory consultation for spring/summer 21 prior to formal Development Consent Order towards the end of 2021

Key Interfacing Projects cont'd:

Oxfordshire Rail Corridor Study (ORCS)

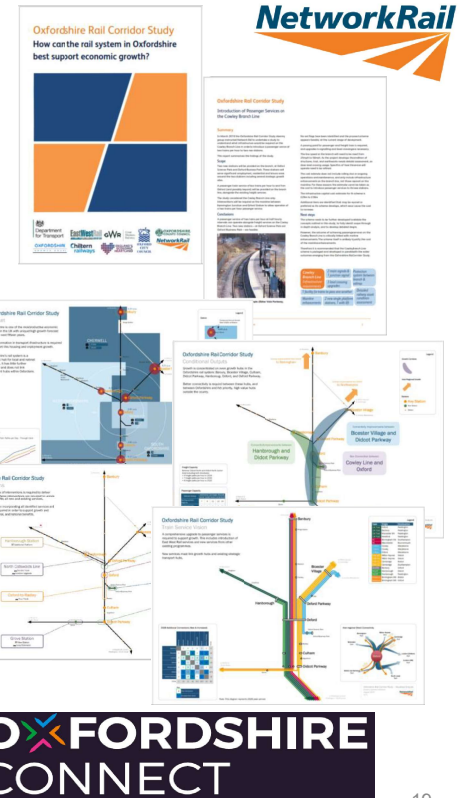
- The Oxfordshire Rail Corridor Study (ORCS) assesses the impacts of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth, reflecting and utilising the ambitions of the Housing and Growth Deal and the Oxfordshire Local Industrial Strategy
- The study identifies a suite of conditional outputs to deliver the growth and identifies strategic rail interventions required to transport that growth.
- Collaboratively produced between NR, the DfT, Oxfordshire County Council, Oxford City Council, East West Rail Company, North Cotswolds Taskforce and principal train operators

North Cotswold Transformation Line

- Supporting the North Cotswold Task Force with strategic aspirations to improve the service level and journey times between London and Worcester, specifically with a suite of enhancements on the North Cotswold Line. Aligns with the Restoring your Railway proposal for Long Marston-Stratford

Oxfordshire Connect:

- Will be the vehicle to take forward these strategic outputs drawn together into an integrated industry programme for all schemes across Oxfordshire



Questions?

Appendix G
FAQ Document

Oxford Corridor Phase 2

Project summary

- Creation of a new platform with improved passenger facilities – platform's 4 and 5 to become an island
- Development of a new secondary station entrance on the western side of the railway to relieve capacity from the main entrance
- Subway to link new entrance with platform's 4 and 5 (the existing footbridge will remain in place connecting with the main entrance)
- Replacement of Botley Road Bridge and improvement to the road underneath (to enable taller buses and other vehicles to pass), cycle/footways
- Re-alignment of Roger Dudman Way to join Cripsey Road and improving road safety

Proposed Project timeline

**Subject to Contract agreed with Contractor at Tender stage.*

2021...

- **May (TBC)** – DfT announcement on project funding for detailed design and publication of wider strategic Oxfordshire Rail Corridor Study
- **July (TBC)** – Transport and Works Act Order (TWAO) submission to DfT for land purchase
- **July (TBC)** - 'Prior Approval' submission to Oxford City Council (OCC)

2022...

- **April** – Final funding ask for full implementation of scheme
- **November Start of works onsite**

2023...

- **August 2023** – Botley Road Bridge deck replacement

2024...

- **December** – Entry into for platform 5

FAQs

Plans and funding...

What is this funding for? This funding is for the detailed design and enabling works, which includes property acquisition.

What will the total cost of the project be?

This information is commercially sensitive

Who is funding the project?

The project will be mainly funded by the DfT, with a contribution from OxLEP for the highways works to Botley Road Bridge.

When will a decision be made on the next stage of funding? It is currently anticipated that a decision on the funding for full implementation of the project would be taken in spring 2022.

What stage of the design process are you at? The scheme is currently at outline design stage. The project will be moving onto the detailed designs later in 2021.

When will you appoint a contractor? We expect a contractor to carry out the work will be appointed by the end of 2021.

Why is this being done before the redevelopment of the main station building? With Oxford already close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail. The delivery of our current project to improve Botley Road and add capacity to the station is an enabler for future works to the main entrance on the east side.

What is happening with the ‘Oxford Masterplan’ for redeveloping the station? We are working closely with Oxford City and County Council, as well as their partners, on the development of a revised masterplan for the wider station area. This will incorporate additional capacity requirements for future growth in rail, as well as improvements to the wider environment of the station area to help transform the gateway to the city.

Is there a timeline for the ‘Oxford Masterplan’? Why is it taking so long?

Network Rail suggest that this question is asked of Oxford City Council who are the lead client for this project.

If this project is coming before the redevelopment of the main station, how will you ensure the building designs complement each other? We are working closely with Oxford City and County Council, as well as their partners, on the development of the masterplan for the wider station area, so there will be coordination between the two projects.

Why can’t the whole station be redeveloped at the same time? There is currently only funding available to do the redevelopment on the western side. With Oxford already close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail, as well as paving the way for wider station development in the future. Infrastructure interventions need to be aligned with the introduction of new services.

Will there be a chance to comment on these plans? Yes, when the plans are formally submitted to the council “prior approval” which is a similar process for planning permission. The City Council as planning authority will consult neighbouring properties and invite representations to the proposals

Station plans...

How much disruption will there be at the station during the work? There will be rail closures during the work, with bus replacement services provided. Some of the work will mean trains can’t run south and other parts of the work will mean trains can’t run north. There will also be periods where the line is completely closed at weekends in order for us to carryout work.

Are there any plans to move the station footbridge to help the flow of pedestrians? There are no plans under this scheme to move the footbridge. Pedestrian flow modelling has been carried out which shows that the new western entrance will relieve capacity on the footbridge. In the long term future, the proposal will likely be to have a subway running under the whole station meaning all platforms can be accessed from either side of the station to further enhance capacity

Will this additional platform result in an increase in freight trains travelling through the station? The station works themselves will not directly facilitate any increase in freight trains, but other parts of the Oxford Corridor Phase 2 project will provide capacity for additional freight trains to operate should there be demand for this. .

Why do you need to replace Sheepwash bridge? The project will see the creation of a new platform, so the bridge alignment needs to change to accommodate the new line that will be added.

Will there be additional cycle parking outside the new entrance? Yes, we are planning to maximise space for additional cycle storage where possible.

What do these plans mean for electrification? These plans have been futureproofed to allow for electrification to take place as a future project.

Why don't you spend this money on electrification instead? Electrification will not provide the additional platform capacity that we need to accommodate a more efficient operation of the station and potential for an increase in services such as East West Rail. The new platform and improved pedestrian flow capacity is vital for that.

There already is a western entrance but the gate is never open anymore. Can you ensure its opened regularly? The station is operated by GWR, who are responsible for whether it is open or closed. As it is not a proper gate line, it can't be open all the time and there is no revenue protection or formal gateline.

Will there be escalators and/or lifts to help people get from subway onto platforms? There will not be enough space for escalators but there will be a lift to take people up to new platform.

What will you do to minimise additional light and noise generated from the station? We are looking into a number of measures to help reduce light and noise. This includes LED lights on the platforms that dim when nobody is on it and PA systems that direct noise away from residential areas.

Environment...

Who is carrying out your environmental impact assessment? Our environmental impact assessment (referred to as an EIA) is being carried out by Jacobs who will be writing our environmental statement in our planning submission.

When will your environmental impact assessment be published? The work is currently ongoing and will be submitted to the Council as a supporting document called an environmental statement with our planning submission.

Has an environmental impact assessment been done for previous projects? Some of the previous projects haven't required an environmental impact assessment, but we have learnt a lot from the experience of that work. The size of the site for this work requires us to carry out an environmental impact assessment and we are taking our responsibility seriously.

What will you do to minimise light and noise generated by this work? We are currently carrying out an environmental impact assessment for the work, so potential light and noise pollution will be considered as part of that. Proposed mitigation measures will be detailed in the environmental statement in our planning submission.

Will you provide soundproofing fencing for Rewley Road? Most of the work will take place away from that area on the west side of the station, so there are currently no plans for soundproof fencing along Rewley Road as part of this project. Obviously, we can't guarantee there won't be any additional noise as part of this project, but we are currently carrying out an environmental impact assessment to help us mitigate against any major disruption.

How will you manage the amount of work-related traffic, such as delivery lorries, coming into the area? Once we have appointed a contractor for the work, they will be required to produce a

traffic management plan for construction traffic. This will be done as part of the next design phase.

Replacement of Botley Road Bridge and improvement of cycle/footways...

How much disruption will there be on Botley Road? Plans are still being formalised and more information will be available when a delivery contractor is onboard for the works. It is likely that there will be a period of single lane working under Botley Road whilst the works are taking place. A full closure of the road will be required for around 4-5 days whilst the main bridge decks are replaced. We are currently in discussions with the council about how best to manage disruption and will provide more information about the work closer to the time.

Why do you need to replace the bridge on Botley Road? The project will see the creation of a new platform, so an additional span will need to be installed to carry the new line over the road. This requires the road to be deepened, with our works increasing the height to facilitate standard height double decker buses. The current cycle and pedestrian provision is very poor, and is a barrier to more sustainable forms of travel such as cycling and walking. We have therefore designed significant improvements in these areas. We will also be replacing the existing bridge that currently carries the four lines into the station, as well as moving the footbridge due to the carriageways and walkways are becoming wider requiring a longer bridge span. Network Rail are working collaboratively with local partners to incorporate all of these improvements into the delivery of our scheme to maximise efficiencies.

Won't the increase in height of Botley Road bridge lead to more lorries using that route?

We suggest that this question is put to Oxfordshire County Council who are responsible for the highway.

Why isn't a bus lane being put in under Botley Road bridge? The project has worked collaboratively with Oxford City and Oxfordshire County Councils on the requirements and design of the bridge. An additional bus lane is not being incorporated due to constraints elsewhere on Botley Road. The design is intended to prioritise cyclists and pedestrians.

How wide will the walkway/cycleways under the bridge be? Fully segregated from road traffic and will be 4m wide on each side

Why aren't the walkway/cycleways under the bridge segregated? The County Council's preference was to not have segregated walkway and cycleway on the north side. The walkways and cycleways will be segregated on the south side

Will cyclists that use the new cycleway's going under Botley Bridge need to reintegrate with traffic on either side? Cyclists will have the option of either staying on the road to go under the bridge or using the cycleway. If they do use the cycleway, then they will need to reintegrate with traffic.

Will the changes to Botley Road bridge stop the flooding issues that always occur there? As part of the work, new pumps will be installed under the bridge to help reduce the build-up of floodwater.

Re-alignment of Roger Dudman Way to join Cripsey Road...

How much disruption will there be on Roger Dudman Way? During the construction period, there will be limitations on vehicle or pedestrian access onto the southern section of Roger Dudman Way. This will also mean the footpath along the Sheepwash channel being closed for periods of time.

An alternative access route will be provided for residents and businesses. We have notified properties that are likely to be impacted by the work and will provide more information about the work, including details of any closures, closer to the time.

When will the work on Roger Dudman Way be complete? Creating the new junction onto Cripsey Road will be the first piece of work that we are planning to do late 2022.

Will there be a period during the work when people living in Venneit Close won't be able to use Sheepwash bridge on Roger Dudman Way? We are currently finalising plans at the moment, but we think we have found a way that we can replace Sheepwash bridge without closing off access to Venneit Close. An alternative option if we can't get that to work is to look at putting in an alternative route via Walton Well Road.

What will happen to the nursery located on Roger Dudman Way? We are currently in discussions with the nursery about their potential relocation. No decisions have been made at this stage.

What will happen to the youth hostel that is currently next to the station? We are currently in discussions with the Youth Hostel about their potential relocation. No decisions have been made at this stage, albeit they are not incorporated as part of this project.

Lots of people use Roger Dudman Way as a walking/cycling route, will anything be done to help accommodate them? Plans include a pavement for pedestrians as well as full resurfacing of the road which will improve this route for cyclists

The plans indicate that a large tree will need to be removed in order to accommodate the re-alignment of Roger Dudman Way to join Cripsey Road. Can this be avoided? Our initial plans indicated that we would need to remove a number of trees from that area. However, after reconsidering the plans, we have potentially found a way that may only require the removal of one tree. Additional trees will be planted as part of the wider project.

How much disruption will there be on Cripsey Road? The project will require the re-alignment of Roger Dudman Way to join Cripsey Road. We will provide more information about the work closer to the time.

Won't these plans cause Cripsey Road to become a drop off area for taxis etc? What will you do to prevent this? There will not be a formal drop off area on Cripsey Road, with the main east side station building still being the only place to do this. We appreciate that measures will need to be put in place to discourage this, so we will work with Oxfordshire County Council on a plan for this.

Will this work impact on the short stay, non-permit parking spaces on Cripsey Road? *The project is working to minimise the impact to parking spaces on Cripsey Road. Initial assessments suggest that one space maybe lost,*

Can the speed bumps on Roger Dudman Way be permanently removed? Under the plans we will resurface Roger Dudman Way and install a pavement. We haven't yet looked at whether speed bumps will still be required, so we can consider that as plans develop and will take this feedback onboard.

Mill Street...

How much disruption will there be on Mill Street? During the construction period, we will need to temporarily stop vehicle and pedestrian access onto the road directly in front of the Westgate Hotel which leads to the rear lane that runs behind properties on Mill Street. We have notified

properties that are likely to be impacted by the work and will provide more information about the work closer to the time.

What is the plan for Osney Lane footbridge? We have to make some alterations to the pier of the bridge, meaning it will need to be closed for a period of time. More details of this will be available once the plans are finalised.

Gradient of slopes on Botley Road? John Howson

Witney/Carterton line? John Howson

Lights and issues at the sidings?

Past issues with code of conduct? North Oxford? *I speculated on the teams call that this would be about noise fencing and loss of trees to facilitate the noise fence, but this wasn't clear what they meant.*

Appendix H

Letter to statutory undertakers

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Your ref: J0038688-

Our ref: NR/ J0038688-

4th May 2021

Dear

NETWORK RAIL – OXFORD CORRIDOR PHASE 2 REQUEST FOR INFORMATION – TWAO SUBMISSION – DATA REFRESH

As part of their continuing national programme to maintain and improve the existing rail infrastructure, The Oxford Corridor Phase 2 Capacity Improvement Scheme will deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network and extra facilities at the station and surrounding area.

A brief outline of the relevant parts of the Oxford Corridor Phase 2 Capacity Improvement Scheme works is provided below:

Part 2C: Botley Road Bridge:

Replacement of the existing 4-track railway bridge and installation of a new span to accommodate the track to the new platform (Platform 5). Works to the highway under Botley Road Bridge will also be carried out to take account of the highway authorities' requirements for a wider carriageway and pedestrian / cycle capacity improvements.

- **Part 2D: Oxford Station works:**

Implementation of a new western entrance to the station, a new down-side, twin-face platform (Platform 5) to create a west side island platform and new station facilities buildings on Platform 5. Highway works to Roger Dudman Way and Cripely Road are also required to facilitate the station works.

In order to construct and operate the project, Network Rail will be submitting an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport. The application for the TWAO will seek powers to acquire land upon which the project will be located, including permanent use, temporary use and any required rights/easements/wayleaves.

Carter Jonas is a national firm of Chartered Surveyors who specialise in data collection for projects of this nature and has been appointed by Network Rail to assist in the collection of data to ensure all potentially affected parties are kept up to date with the project's development.

so that we can ensure that all those potentially affected by the scheme are included in the pre-application consultation process. This should include details of any leases, tenants, easements or wayleaves.

To assist us with the referencing process please complete the enclosed Request for Information form and return it using the Freepost envelope provided. We would be grateful if you could confirm whether the information obtained from Land Registry and online searches stated is still current and correct or requires update and or amendment.

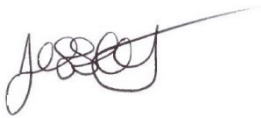
It would be helpful if you are able to complete and return the form within 14 days of receipt of this letter. Please note that the Freepost name is valid and provided by Royal Mail and your response will be delivered to our Birmingham office without any additional address or postage required on the envelope.

If you require any assistance with the form please do not hesitate to contact us on 0121 794 6250 and ask to speak to a member of the Carter Jonas Land Referencing Team or alternatively you can email us at land.referencing@carterjonas.co.uk.

Thank you for your cooperation.

Yours sincerely

Jessica Hall

A handwritten signature in dark ink, appearing to read 'Jessica Hall', with a long, sweeping horizontal line extending to the right.

Senior Land Referencer

For and on behalf of Carter Jonas LLP

Appendix I

Request for Information Letter

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Our ref: NR/J0038688/

9th September 2020

Dear

NETWORK RAIL – OXFORD CORRIDOR PHASE 2 REQUEST FOR INFORMATION

As part of their continuing national programme to maintain and improve the existing rail infrastructure, The Oxford Corridor Phase 2 Capacity Improvement Scheme will deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network and extra facilities at the station and surrounding area.

A brief outline of the relevant parts of the Oxford Corridor Phase 2 Capacity Improvement Scheme works is provided below:

Part 2C: Botley Road Bridge:

Replacement of the existing 4-track railway bridge and installation of a new span to accommodate the track to the new platform (Platform 5). Works to the highway under Botley Road Bridge will also be carried out to take account of the highway authorities' requirements for a wider carriageway and pedestrian / cycle capacity improvements.

- **Part 2D: Oxford Station works:**

Implementation of a new western entrance to the station, a new down-side, twin-face platform (Platform 5) to create a west side island platform and new station facilities buildings on Platform 5. Highway works to Roger Dudman Way and Cripely Road are also required to facilitate the station works.

In order to construct and operate the project, Network Rail is proposing to submit an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport. The application for the TWAO will seek powers to acquire land upon which the project will be located, including permanent use, temporary use and any required rights/easements/wayleaves.

Carter Jonas is a national firm of Chartered Surveyors who specialise in data collection for projects of this nature and has been appointed by Network Rail to assist in the collection of data to ensure all potentially affected parties are kept up to date with the project's development.

From our land referencing information gathered from the Land Registry, we believe you are in possession of a property/land interest within the area which is proposed to construct or operate the project. The purpose of this letter is to confirm your interest in this land and request details of any other parties that have an interest,

From our land referencing information gathered from the Land Registry, we believe you are in possession of a property/land interest within the area which is proposed to construct or operate the project. The purpose of this letter is to confirm your interest in this land and request details of any other parties that have an interest, so that we can ensure that all those potentially affected by the scheme are included in the pre-application consultation process. This should include details of any leases, tenants, easements or wayleaves.

To assist us with the referencing process please complete the enclosed Request for Information Plan and return it using the Freepost envelope provided. We would be grateful if you could confirm whether the information obtained from Land Registry and online searches stated is still current and correct or requires update and or amendment.

It would be helpful if you are able to complete and return the form within 14 days of receipt of this letter. Please note that the Freepost name is valid and provided by Royal Mail and your response will be delivered to our Birmingham office without any additional address or postage required on the envelope.

If you require any assistance with the form please do not hesitate to contact us on 0121 794 6250 and ask to speak to a member of the Carter Jonas Land Referencing Team or alternatively you can email us at land.referencing@carterjonas.co.uk.

Thank you for your cooperation.

Yours sincerely

Jessica Fieldhouse

A handwritten signature in black ink, appearing to read 'Jessica', with a long, sweeping horizontal line extending to the right.

Land Referencing Manager

For and on behalf of Carter Jonas LLP

2 Snow Hill
Birmingham
B4 6GA
T: 0121 794 6250

Your ref: J0038688-

Our ref: NR/ J0038688-

18th May 2021

Dear

PLEASE READ THIS LETTER AS IT CONCERNS YOUR PROPERTY
NETWORK RAIL – OXFORD CORRIDOR PHASE 2 REQUEST FOR INFORMATION –
TWAO SUBMISSION – DATA REFRESH – REMINDER LETTER

We previously contacted you as our land referencing information showed you were in possession of a property/land interest within the area which is proposed to construct or operate the project. According to our records we have yet to receive a completed copy of your Request For information (RFI) response which was sent on 4th May 2021

As part of the ongoing legal enquiries prior to submission we are required to contact all of those persons who have yet to respond with a copy of their original RFI plan and request that this be completed and returned to us.


The information to be provided is so that we may notify you of key events associated with the project which includes detailing any lessees, tenants and / or occupiers which may be operating upon the land shown on the attached plan(s) who would also need to be included in future correspondence. Failure to respond may impact the projects' ability to contact any additional persons to yourself who operate upon your land.

It would be helpful if you are able to complete and return the plan within 7 days of receipt of this letter. If you have misplaced your original letter and plan, please get in touch at 0121 794 6250 and ask to speak to a member of the Carter Jonas Land Referencing Team, or alternatively you can email us at land.referencing@carterjonas.co.uk and request a new letter be sent out.

Thank you for your cooperation.

Yours sincerely

Jessica Fieldhouse



Land Referencing Manager

For and on behalf of Carter Jonas LLP

Appendix J**Engagement with Oxford City Council**

	Date	Nature of engagement
1	19/11/2020	Phone call between Becky Collins and Michael Scott
2	19/11/2020	Email from Becky Collins to Michael Scott
3	01/12/2020	Phone call between Becky Collins and Michael Scott
4	01/12/2020	Email from Becky Collins to Michael Scott
5	01/12/2020	Email from Michael Scott to Becky Collins
6	14/12/2020	Meeting between Becky Collins and Michael Scott
7	18/01/2021	Phone call between Becky Collins and Michael Scott
8	18/01/2021	Email from Becky Collins to Michael Scott
9	19/01/2021	Email from Michael Scott to Becky Collins
10	05/02/2021	Meeting between Becky Collins and Michael Scott
11	22/02/2021	Phone call between Becky Collins and Michael Scott
12	22/02/2021	Email from Becky Collins to Michael Scott
13	23/03/2021	Email from Becky Collins to Michael Scott
14	24/03/2021	Email from Becky Collins to Michael Scott
15 & 15a	01/04/2021	Email from Becky Collins to Michael Scott
16	01/04/2021	Email from Michael Scott to Becky Collins
17 & 17a	06/04/2021	Email from Becky Collins to Michael Scott
18	06/04/2021	Email from Michael Scott to Becky Collins
19	19/04/2021	Email from Becky Collins to Michael Scott
20	19/04/2021	Email from Becky Collins to Michael Scott
21	19/04/2021	Phone call between Becky Collins and Mike Scott
22	10/05/2021	Phone call between Becky Collins and Mike Scott
23	17/05/2021	Email from Becky Collins to Michael Scott

Appendix K**Engagement with Oxford University Fixed Assets Limited**

	Date	Nature of engagement
1	21/10/2020	Meeting between Becky Collins and James Parfett
1a	21/10/2020	Email from Becky Collins to James Parfett
2	17/11/2020	Email from Becky Collins to James Parfett
3	24/11/2020	Phone call between Becky Collins and James Parfett
4	02/12/2020	Email from Becky Collins to James Parfett
5	04/12/2020	Email from James Parfett to Becky Collins
6	07/12/2020	Email from Becky Collins to James Parfett
7	21/12/2020	Email from Becky Collins to James Parfett
8	21/12/2020	Email from James Parfett to Becky Collins
9	08/01/2021	Email from James Parfett to Becky Collins
10	08/01/2021	Email from Becky Collins to James Parfett
11	17/01/2021	Email from Becky Collins to James Parfett
11a	17/01/2021	Email from Becky Collins to James Parfett
12	17/01/2021	Email from Becky Collins to James Parfett
13	02/02/2021	Email from Becky Collins to James Parfett
14	23/02/2021	Email from Becky Collins to James Parfett
15	23/02/2021	Email from Becky Collins to James Parfett
16	24/02/2021	Email from Becky Collins to James Parfett
16a	24/02/2021	Email from Becky Collins to James Parfett
17	24/02/2021	Email from Becky Collins to James Parfett
18	10/03/2021	Email from Becky Collins to James Parfett
19	23/03/2021	Email from Becky Collins to James Parfett
20	23/03/2021	Email from Becky Collins to James Parfett
21	23/03/2021	Email from James Parfett to Becky Collins

OFFICIAL

22	25/03/2021	Phone call from Becky Collins to James Parfett
23	08/04/2021	Email from Becky Colins to James Parfett
24	23/04/2021	Email from Becky Colins to James Parfett with letter attachment
24 a	23/04/2021	Letter sent from Becky Collins to Oxford University Fixed Assets Limited
25	29/04/2021	Phone call from Becky Collins to James Parfett
26	10/05/2021	Email from Becky Colins to James Parfett
27	17/05/2021	Phone call from Becky Collins to James Parfett
28	17/05/2021	Email Invite from Becky Collins to James Parfett
29	17/05/2021	James Parfett accepting Invite to Becky Collins

Appendix L**Engagement with Kenmare Estates Limited ('Co-op')**

	Date	Nature of engagement
1	29/06/2020	Letter from Becky Collins to Jennifer Goold
2	03/07/2020	Email from Becky Collins to Jennifer Goold
3	13/07/2020	Email from Becky Collins to Jennifer Goold
4	20/07/2020	Phone call between Vikki Carter and Jennifer Goold
5	24/08/2020	Email from Becky Collins to Jennifer Goold
6	24/08/2020	Email from Jennifer Goold to Becky Collins
7	01/09/2020	Email from Becky Collins to Jennifer Goold
8	16/09/2020	Email from Becky Collins to Jennifer Goold
9	16/09/2020	Email from Becky Collins to Jennifer Goold
10	16/09/2020	Email from Becky Collins to Jennifer Goold
11	07/10/2020	Email from Becky Collins to Jennifer Goold
12	09/10/2020	Meeting between Becky Collins, Lynne Halman, Andy Willson and Jennifer Goold
12 a	09/10/2020	Email from Becky Collins to Jennifer Goold
13	09/10/2020	Email from Becky Collins to Jennifer Goold
14	09/10/2020	Email from Jennifer Goold to Becky Collins
15	21/10/2020	Email from Jennifer Goold to Becky Collins
16	21/10/2020	Email from Becky Collins to Jennifer Goold
17	21/10/2020	Email from Jennifer Goold to Becky Collins
18	23/10/2020	Phone call between Becky Collins to Jennifer Goold
19	23/10/2020	Email from Becky Collins to Jennifer Goold
20	28/10/2020	Phone call between Becky Collins and Jennifer Goold
21	28/10/2020	Email from Jennifer Goold to Becky Collins
22	28/10/2020	Email from Becky Collins to Jennifer Goold
23	28/10/2020	Email from Jennifer Goold to Becky Collins

	Date	Nature of engagement
24	28/10/2020	Email from Zoe Sandalls to Becky Collins
25	29/10/2020	Site meeting notes by Becky Collins
26	05/11/2020	Email from Becky Collins to Jennifer Goold
27	06/11/2020	Phone call between Becky Collins and Jennifer Goold
28	16/11/2020	Email from Becky Collins to Jennifer Goold
29	30/11/2020	Phone call between Becky Collins and Jennifer Goold
30	02/12/2020	Email from Becky Collins to Jennifer Goold
31	04/12/2020	c
32	07/12/2020	Phone call between Becky Collins and Jennifer Goold
33	07/12/2020	Email from Becky Collins to Rory McKeever
34	08/12/2020	Email from Becky Collins to Jennifer Goold
35	21/12/2020	Phone call between Becky Collins and Jennifer Goold
35a	21/12/2020	Email from Becky Collins to Jennifer Goold
36	21/12/2020	Email from Jennifer Goold to Becky Collins
37	04/01/2021	Email from Becky Collins to Jennifer Goold
38	11/01/2021	Email from Jennifer Goold to Becky Collins
39	11/01/2021	Email from Zoe Sandalls to Jennifer Goold
40	11/01/2021	Email from Becky Collins to Jennifer Goold
41	11/01/2021	Email from Zoe Sandalls to Becky Collins
42	11/01/2021	Email from Becky Collins to Zoe Sandalls
43	11/01/2021	Email from Becky Collins to Jennifer Goold
44	12/01/2021	Email from Gwyn Church to Becky Collins
45	15/01/2021	Email from Jennifer Goold to Becky Collins and Gwyn Church
46	15/01/2021	Email from Becky Collins to Jennifer Goold

	Date	Nature of engagement
47	19/01/2021	Phone call between Becky Collins and Gwyn Church
48 & 48a	20/01/2021	Email from Becky Collins to Gwyn Church
49	20/01/2021	Email from Becky Collins to Gwyn Church
50	20/01/2021	Email from Gwyn Church to Becky Collins
51	20/01/2021	Email from Gwyn Church to Becky Collins
52	20/01/2021	Email from Becky Collins to Gwyn Church
53	21/01/2021	Email from Gwyn Church to Becky Collins
54 & 54a	22/01/2021	Email from Becky Collins to Gwyn Church
55	27/01/2021	Email from Becky Collins to Gwyn Church and Kirk Macdiarmid
56	28/01/2021	Email from Gwyn Church to Becky Collins
57, 57a,	28/01/2021	Email from Becky Collins to Gwyn Church
58	09/02/2021	Phone call between Becky Collins and Gwyn Church
59	09/02/2021	Email from Becky Collins to Zoe Sandalls
60	17/02/2021	Email from Gwyn Church to Becky Collins
61	25/02/2021	Email from Becky Collins to Gwyn Church
62	25/02/2021	Email from Gwyn Church to Becky Collins
63, 63a & 63c	05/03/2021	Email from Becky Collins to Gwyn Church
64	08/03/2021	Email from Becky Collins to Gwyn Church
65	08/03/2021	Email from Gwyn Church to Becky Collins
66	09/03/2021	Email from Becky Collins to Gwyn Church
67	10/09/2021	Email from Becky Collins to Gwyn Church
68	11/03/2021	Email from Gwyn Church to Becky Collins
69	11/03/2021	Email from Becky Collins to Gwyn Church
70	11/03/2021	Email from May Dudley to Gwyn Church

	Date	Nature of engagement
71	11/03/2021	Email from Gwyn Church to May Dudley
72	11/03/2021	Email from May Dudley to Gwyn Church
73	11/03/2021	Email from Gwyn Church to May Dudley
74	11/03/2021	Email from May Dudley to Gwyn Church
75	23/03/2021	Email from Becky Collins to Gwyn Church
76	26/03/2021	Phone call between Becky Collins and Gwyn Church
77	01/04/2021	Email from Becky Collins to Gwyn Church
78	01/04/2021	Email from Gwyn Church to Becky Collins
79	07/04/2021	Email from Gwyn Church to Becky Collins
80	07/04/2021	Email from Becky Collins to Gwyn Church
81	12/04/2021	Email from Becky Collins to Gwyn Church
82	15/04/2021	Phone call between Gwyn Church and Becky Collins
83	16/04/2021	Email from Gwyn Church to Becky Collins
84	16/04/2021	Email from Becky Collins to Gwyn Church
85	19/04/2021	Email from Gwyn Church to Becky Collins
86	19/04/2021	Email from Becky Collins to Gwyn Church
87	23/04/2021	Phone call from Becky Collins to Gwyn Church
87a	23/04/2021	Email from Becky Collins to Gwyn Church
88	23/04/2021	Phone call between Becky Collins and Gwyn Church
89	26/04/2021	Email from Gwyn Church to Becky Collins
90	28/04/2021	Email from Becky Collins to Gwyn Church
91	05/05/2021	Email from Gwyn Church to Becky Collins
92	06/05/2021	Email from Becky Collins to Gwyn Church
93	06/05/2021	Email from Gwyn Church to Becky Collins
94	07/05/2021	Email from Gwyn Church to Becky Collins
95	10/05/2021	Email from Becky Collins to Gwyn Church
96	10/05/2021	Email from Gwyn Church to Becky Collins

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97	12/05/2021	Email from Becky Collins to Gwyn Church
98	14/05/2021	Email from Gwyn Church to Becky Collins
99	18/05/2021	Email from Becky Collins to Gwyn Church
100	19/05/2021	Email from Gwyn Church to Becky Collins
101	20/05/2021	Email from Gwyn Church to Becky Collins

[illegible]

Appendix N

Engagement with Gjergji Shajko/Vlora House

	Date	Nature of engagement
1	29/06/2020	Letter from Becky Collins to Gjergji Shajko
2	28/10/2020	Phone call from Gjergji Shajko to Becky Collins
3	29/10/2020	Phone call between Becky Collins and Gjergji Shajko
4	29/10/2020	Site visit note by Becky Collins
5	03/11/2020	Email from Becky Collins to Gjergji Shajko
6	09/11/2020	Phone call between Becky Collins and Gjergji Shajko
7	11/11/2020	Email from Gjergji Shajko to Becky Collins
8	14/11/2020	Email from Becky Collins to Gjergji Shajko
9	16/11/2020	Email from Neil Evans to Becky Collins
10	19/11/2020	Email from Becky Collins to Neil Evans
11	27/11/2020	Email from Neil Evans to Becky Collins
12	20/01/2021	Email from Becky Collins to Neil Evans
13	20/01/2021	Phone call between Becky Collins and Neil Evans
14	12/02/2021	Email from Neil Evans to Becky Collins
15	18/02/2021	Email from Neil Evans to Becky Collins
16	19/02/2021	Email from Becky Collins to Neil Evans
17	04/03/2021	Email from Becky Collins to Neil Evans
18	15/03/2021	Email from Neil Evans to Becky Collins
19	16/03/2021	Email from Becky Collins to Neil Evans
20	21/04/2021	Email from Becky Collins to Neil Evans
21	30/04/2021	Phone call from Becky Collins to Neil Evans
22	06/05/2021	Email from Sue Fenn to Becky Collins
23	06/05/2021	Email from Becky Collins to Neil Evans

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24	06/05/2021	Email from Neil Evans to Becky Collins
25	06/05/2021	Email from Becky Collins to Neil Evans
26	10/05/2021	Email from Becky Collins to Neil Evans
27	12/05/2021	Email from Neil Evans to Becky Collins
28	13/05/2021	Phone call from Neil Evans to Becky Collins
29	18/05/2021	Email from Becky Collins to Neil Evans

Appendix O**Engagement with Shapour Sabbaghi Sarabi and Sophie Struenker**

	Date	Nature of engagement
1	29/06/2020	Letter from Becky Collins to Shapour Sabbaghi Sarabi and Sophie Struenker
2	28/07/2020	Email from Becky Collins to Sophie Struenker
3	03/08/2020	Email from Becky Collins to Sophie Struenker
4	03/08/2020	Email from Sophie Struenker to Becky Collins
5	05/08/2020	Email from Becky Collins to Sophie Struenker
6	25/08/2020	Email from Sophie Struenker to Becky Collins
7	16/09/2020	Email from Becky Collins to Sophie Struenker
8	18/09/2020	Email from Neil Evans to Becky Collins
9	12/10/2020	Email from Becky Collins to Neil Evans
10	12/10/2020	Email from Neil Evans to Becky Collins
11	23/10/2020	Email from Neil Evans to Becky Collins
12	24/10/2020	Email from Becky Collins to Neil Evans
13	30/10/2020	Email from Neil Evans to Becky Collins
14	02/11/2020	Email from Becky Collins to Neil Evans
15	09/11/2020	Email from Becky Collins to Neil Evans
16	13/11/2020	Email from Neil Evans to Becky Collins
17	14/11/2020	Email from Becky Collins to Neil Evans
18	20/01/2021	Email from Becky Collins to Neil Evans
19	20/01/2021	Phone call between Becky Collins and Neil Evans
20	21/01/2021	Email from Becky Collins to Neil Evans
21	21/01/2021	Email from Neil Evans to Becky Collins
22	22/01/2021	Text message sent from Becky Collins to Sophie Struenker
23	22/01/2021	Email from Becky Collins to Neil Evans
24	12/02/2021	Email from Neil Evans to Becky Collins

[illegible]

Appendix Q**Engagement with Oxfordshire County Council**

	Date	Nature of engagement
1	23/02/2021	Phone call between Becky Collins and Julian Richardson
2	24/02/2021	Email from Julian Richardson to Becky Collins
3	24/02/2021	Email from Becky Collins to Julian Richardson
4	26/02/2021	Phone call between Becky Collins and Julian Richardson
5, 5a, 5b & 5c	01/03/2021	Email from Becky Collins to Julian Richardson
6, 6a, 6 & 6c	05/03/2021	Email from Becky Collins to Nick Blacow
7, 7a, 7b & 7c	05/03/2021	Email from Becky Collins to the Licensing and Street works Team
8	05/03/2021	Email from Becky Collins to Paul Harris
9	05/03/2021	Email from Nick Blacow to Becky Collins
10	08/03/2021	Email from Nick Blacow to Becky Collins
11	08/03/2021	Email from Becky Collins to Nick Blacow
12	11/03/2021	Email from Nick Blacow to Becky Collins
13	11/03/2021	Email from Becky Collins to Nick Blacow
14	15/03/2021	Phone call between Becky Collins and Julian Richardson
15	15/03/2021	Email from Nick Blacow to Becky Collins
16	16/03/2021	Email from Becky Collins to Nick Blacow
17	18/03/2021	Email from Julian Richardson to Becky Collins
18	18/03/2021	Email from Becky Collins to Julian Richardson
19	18/03/2021	Email from Becky Collins to Andy Lederer
20	23/03/2021	Phone call between Becky Collins and Julian Richardson
21	07/04/2021	Email from Becky Collins to Julian Richardson
22	07/04/2021	Email from Becky Collins to Andy Lederer
23	07/04/2021	Email from Andy Lederer to Becky Collins
24	07/04/2021	Email from Becky Collins to the Licensing and Street works Team

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	Date	Nature of engagement
25	08/04/2021	Email from Louise Wilson to Becky Collins
26	09/04/2021	Phone call between Becky Collins and Louise Wilson
27	09/04/2021	Email from Julian Richardson to Becky Collins
28	09/04/2021	Email from David Mytton to Becky Collins
29	09/04/2021	Email from Craig Rossington to Becky Collins
30	19/04/2021	Email from Andy Lederer to Becky Collins
31	19/04/2021	Email from Becky Collins to Andy Lederer
32	19/04/2021	Meeting invite sent to Christopher Nash, Andy Lederer, Lynne Halman and Colin Field
33	19/04/2021	Email from Andy Lederer to Becky Collins
34	19/04/021	Revised meeting invite sent
35	19/04/021	Email from Andy Lederer to Becky Collins
36	19/04/2021	Email from Andy Lederer to Becky Collins
37	20/04/2021	Email from Julian Richardson to Becky Collins
38	21/04/2021	Email from Becky Collins to Julian Richardson
39	21/04/2021	Email from Jon Wallace to Becky Collins
40	21/04/2021	Email from Julian Richardson to Becky Collins
41	23/04/2021	A meeting note for the meeting held on 23/04/2021
42	21/04/2021	Email from David Rawson to Becky Collins
43	27/04/2021	Email from Becky Collins to Andy Lederer
44	27/04/2021	Email from Andy Lederer to Becky Collins
45	28/04/2021	Email from David Mytton to Becky Collins
46	30/04/2021	Email from Becky Collins to David Mytton
47	30/04/2021	Email from Julian Richardson to Becky Collins
48	30/04/2021	Email from David Wilson to Julian Richardson
49	29/04/2021	Email from Becky Collins to David Mytton
50	30/04/2021	Email from Becky Collins to David Wilson

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51	30/04/2021	Email from Becky Collins to David Rawson
52	30/04/2021	Email from David Rawson to Becky Collins
53	30/04/2021	Email from Becky Collins to David Rawson
54	30/04/2021	Email invite from Becky Collins to David Rawson
55	30/04/2021	Email acceptance from David Rawson to Becky Collins
56	05/05/2021	Email from David Rawson to Becky Collins
57	13/05/2021	Email from Becky Collins to Sarah Aldous
58	13/05/2021	Email from Becky Collins to David Rawson
59	12/05/2021	Email from David Rawson accepting email invite from Becky Collins
60	12/05/2021	Email from Becky Collins to David Rawson, Julian Richardson and John Exley
61	12/05/2021	Julian Richardson accepting email invite from Becky Collins
62	13/05/2021	John Exley accepting email invite from Becky Collins
63	13/05/2021	Email invite from Becky Collins to David Rawson
64	13/05/2021	Email from David Rawson accepting email invite from Becky Collins
65	13/05/2021	Email from Rory Mckeever to David Rawson
66	13/05/2021	Email from Julian Richardson accepting email invite from Becky Collins
67	13/05/2021	Email from Sarah Aldous to Becky Collins
68	14/05/2021	Email from Becky Collins to Sarah Aldous
69	17/05/2021	Email from Becky Collins to Julian Richardson
70	17/05/2021	Email from David Rawson to Becky Collins
71	17/05/2021	Email from Becky Collins to David Rawson
72	17/05/2021	Email from Julian Richardson to Becky Collins
73	17/05/2021	Email from David Rawson to Becky Collins
74	17/05/2021	Email from Steve Walker to Julian Richardson
75	18/05/2021	Email from Becky Collins to Steve Walker
76	19/05/2021	Email from David Wilson to Steve Walker
77	20/05/2021	Email from Becky Collins to Julian Richardson
78	20/05/2021	Email from David Rawson to Becky Collins
79	20/05/2021	Email from Becky Collins to David Rawson

Appendix R

Engagement with The Dean and Chapter of Cathedral Church of Christ

	Date	Nature of engagement
1	17/11/2020	Email from Kirsten Durie to Carolyn Puddicombe, Giles Wordsworth, James Lawrie, Becky Collins, Christopher Nash, Sally Gillard and Sarah Manuel
2	17/11/2020	Email from James Lawrie to Kirsten Durie
3	17/11/2020	Teams Meeting minutes
3a	17/11/2020	Powerpoint supporting Teams Meeting
4	17/11/2020	Email from Becky Collins to Kirsten Durie, Carolyn Puddicombe, Giles Wordsworth, James Lawrie, Becky Collins, Christopher Nash, Sally Gillard and Sarah Manuel
5	17/11/2020	Email from Carolyn Puddicombe to Becky Collins
6	19/11/2020	Email from Becky Collins to Carolyn Puddicombe
7	19/11/2020	Email from Becky Collins to Kirsten Durie, Carolyn Puddicombe, Giles Wordsworth, James Lawrie, Becky Collins, Christopher Nash,
8	19/11/2020	Email from James Lawrie to Becky Collins
9	19/11/2020	Email from Giles Wordsworth to Becky Collins
10	02/12/2020	Email from Becky Collins to Giles Wordsworth
11	04/01/2021	Phone call between Becky Collins and Giles Wordsworth
12	04/01/2021	Email from Becky Collins to Giles Wordsworth
13	04/01/2021	Email from Carolyn Puddicombe to Becky Collins
14	04/01/2021	Email from Becky Collins to Carolyn Puddicombe
15	04/01/2021	Email from Carolyn Puddicombe to Becky Collins
16	04/01/2021	Email from Giles Wordsworth to Becky Collins
17	05/01/2021	Email from Becky Collins to Giles Wordsworth
18 and 18a	20/01/2021	Email from Becky Collins to Giles Wordsworth
19	25/02/2021	Email from Becky Collins to Giles Wordsworth
20	09/03/2021	Phone call between Becky Collins and Giles Wordsworth
21	09/03/2021	Email from Becky Collins to Giles Wordsworth
22	15/03/2021	Email from Becky Collins to Gwyn Church
23, 23a,	16/03/2021	Email from Becky Collins to Giles Wordsworth and Hannah Seton

	Date	Nature of engagement
24, 24a & 24b	16/03/2021	Email from Becky Collins to Giles Wordsworth
25	16/03/2021	Email from Hannah Seton to Becky Collins
26	23/03/2021	Phone call between Becky Collins and Gwyn Church
27	30/03/2021	Email from Hannah Seton to Becky Collins
28	31/03/2021	Email from Becky Collins to Hannah Seton
29	31/03/2021	Email from Hannah Seton to Becky Collins
30	07/04/2021	Email from Becky Collins to Gwyn Church
31	07/04/2021	Email from Hannah Seton to Becky Collins
32	07/04/2021	Email from Becky Collins to Hannah Seton
33	07/04/2021	Email from Hannah Seton to Becky Collins
34	07/04/2021	Email from Gwyn Church to Becky Collins
35	08/04/2021	Email from Becky Collins to Gwyn Church
36	15/04/2021	Phone call between Becky Collins and Gwyn Church
37	15/04/2021	Email from Becky Collins to Gwyn Church
38	15/04/2021	Email from Giles Wordsworth to Becky Collins
39	05/05/2021	Email from Gwyn Church to Becky Collins
40	06/05/2021	Email from Becky Collins to Gwyn Church
41	12/05/2021	Email from Becky Collins to Hannah Seton
42	12/05/2021	Email from Hannah Seton to Becky Collins
43	13/05/2021	Phone call from Becky Collins to Gwyn Church
44	14/05/2021	Email from Gwyn Church to Becky Collins
45	14/05/2021	Email from Becky Collins to Gwyn Church
46	18/05/2021	Email from Becky Collins to Gwyn Church
47	19/05/2021	Email from Gwyn Church to Becky Collins
48	20/05/2021	Email from Becky Collins to Gwyn Church

49	20/05/2021	Email from Gwyn Church to Becky Collins
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Appendix S

Engagement with CTIL Telefonica

	Date	Nature of engagement
1	25/02/2021	Phone call between Becky Collins and Roger Jones
2	26/02/2021	Phone call between Becky Collins and Roger Jones
3, 3a & 3b	02/03/2021	Email from Becky Collins to Roger Jones
4	02/03/2021	Email from Roger Jones to John Hay
5	03/03/2021	Email from Roger Jones to Becky Collins
6	03/03/2021	Email from Becky Collins to Stephen France
7	03/03/2021	Phone call between Becky Collins and Stephen France
8	03/03/2021	Meeting invite from Becky Collins to tSephen France, Lawrence Walton, Andy Willson, Lynne Halman and Sarbjeet Malhi
9	03/03/2021	Email from John Hay to Becky Collins
10	04/03/2021	Email from Becky Collins to John Hay
11	04/03/2021	Email from John Hay to Becky Collins
12	12/03/2021	Teams meeting between Becky Collins, Steve France and Lawrence Walton
13	12/03/2021	Email from Becky Collins to Stephen France, Sarbjeet Malhi, Lawrence Walton and Lynne Halman
14	15/03/2021	Email from Stephen France to Ollie Billson
15 & 15a	15/03/2021	Email from Stephen France to Becky Collins
16	16/03/2021	Email from Lawrence Walton to Stephen France
17 & 17a	18/03/2021	Email from Sarbjeet Malhi to Rebecca Collins, Stephen France, Lawrence Walton and Oliver Billson
18	07/04/2021	Email from Becky Collins to Sarbjeet Malhi, Stephen France, Lawrence Walton and Oliver Billson
19	07/04/2021	Email from Stephen France to Becky Collins
20	07/04/2021	Email from Sarbjeet Malhi to Becky Collins
21	13/04/2021	Email from Stephen France to Becky Collins
22	13/04/2021	Email from Stephen France to Becky Collins
23	14/04/2021	Email from Sarbjeet Malhi to Stephen France
24	14/04/2021	Email from Stephen France to Sarbjeet Malhi

[illegible]

Appendix T**Engagement with Pembroke College**

	Date	Nature of engagement
1	23/03/2021	Email from Becky Collins to Kevin Knott
2	24/03/2021	Email from Kevin Knott to Becky Collins
3	25/03/2021	Email from Becky Collins to Kevin Knott
4	07/04/2021	Email from Becky Collins to Kevin Knott
5	07/04/2021	Email from Kevin Knott to Becky Collins
6	07/04/2021	Email from Kevin Knott to Amanda Ingram
7	07/04/2021	Email from Becky Collins to Kevin Knott
8	09/04/2021	Email from Kevin Knott to Becky Collins
9	12/04/2021	Email from Becky Collins to Kevin Knott
10	12/04/2021	Email from Helen Joynson to Becky Collins
11	10/05/2021	Email from Becky Collins to Kevin Knott
12	10/05/2021	Email from Kevin Knott to Becky Collins
13	13/05/2021	Email from Kevin Knott to Becky Collins
14	14/05/2021	Email from Becky Collins to Kevin Knott
15	14/05/2021	Email from Helen Joynson to Becky Collins

Appendix U**Engagement with Global Outdoor Media Holdings Limited (Global)**

	Date	Nature of engagement
1	08/04/2021	Email from Ken Corbett from Primesite Media to Becky Collins
2	09/04/2021	Email from Becky Collins to Ken Corbett
3	27/04/2021	Email from Ken Corbett to Becky Collins
4	04/05/2021	Email from Becky Collins to Ken Corbett

Appendix V

Engagement with First Greater Western Ltd (GWR)

	Date	Nature of engagement
1	11/01/2021	Email from Caroline Fone to David Murray
2	03/02/2021	Email from Lynne Halman to Becky Collins
3	03/02/2021	Email from Christopher Nash to Becky Collins and Caroline Fone
4	23/02/2021	Email from Caroline Fone to David Murray and Scott Thompson
5	26/02/2021	Email from Caroline Fone to David Murray and Scott Thompson
6	26/02/2021	Email from Scott Thompson to Caroline Fone and David Murray
7	26/02/2021	Email from Caroline Fone to David Murray and Scott Thompson
8	26/02/2021	Email from Scott Thompson to Caroline Fone and David Murray
9	26/02/2021	Email from Caroline Fone to David Murray and Scott Thompson
10	04/03/2021	Email from Scott Thompson to Caroline Fone and David Murray
11	04/03/2021	Email from Caroline Fone to Christopher Nash, Rebecca Collins, Richard Turner and Marie Bowman
12	04/03/2021	Email from Caroline Fone to David Murray and Scott Thompson
13	04/03/2021	Email from Scott Thompson to Caroline Fone and David Murray
14	04/03/2021	Draft Letter from Becky Collins to GWR Tenants
15	08/04/2021	Email from Marie Bowman to Scott Thompson, Sen, Shelley and Christopher Nash
16	14/04/2021	Email from Richard Turner to Becky Collins
17	16/04/2021	Email from Becky Collins to Matthew Crittle
18	16/04/2021	Email from Matthew Crittle to Becky Collins
19	27/04/2021	Email from Becky Collins to Matthew Crittle and Scott Thompson
20	27/04/2021	Email from Scott Thompson to Becky Collins
21	27/04/2021	Email from Becky Collins to Scott Thompson
22	27/04/2021	Email from Scott Thompson to Becky Collins
23	27/04/2021	Email from Becky Collins to Scott Thompson
24	27/04/2021	Email from Scott Thompson to Becky Collins

	Date	Nature of engagement
25	27/04/2021	Email from Stephen Ames to Becky Collins
26	27/04/2021	Email from Gareth Jones to Stephen Ames, Scott Thompson, Rebecca Collins, Matthew Crittle, David Corp and Shelley Sen
27	27/04/2021	Teams Meeting invite from Becky Collins to Ames, Stephen, Scott Thompson, Rebecca Collins, Matthew Crittle, David Corp, Shelley
28	27/04/2021	Email from Becky Collins to Stephen Ames, Scott Thompson, Gareth Jones, Matthew Crittle, David Corp and Shelley Sen
29	27/04/2021	Email from Gareth Jones to Becky Collins
30	28/04/2021	Email from Scott Thompson to Becky Collins
31	28/04/2021	Email from Stephen Ames to Becky Collins
32	30/04/2021	Email from David Corp to Becky Collins
33	11/05/2021	Email from Scott Thompson to Becky Collins
34	11/05/2021	Email from Sarah Jansons to Scott Thompson
35	12/05/2021	Email from Becky Collins to Scott Thompson
36	12/05/2021	Email from Becky Collins to Sarah Jansons
37	20/05/2021	Email from Becky Collins to Sarah Jansons
38	20/05/2021	Email from Becky Collins to Scott Thompson
39	20/05/2021	Email from Gareth Jones to Becky Collins
40	20/05/2021	Email from Scott Thompson to Becky Collins
41	20/05/2021	Email from Becky Collins to Scott Thompson
42	20/05/2021	Email from Becky Collins to Scott Thompson
43	20/05/2021	Email from Scott Thompson to Becky Collins
44	20/05/2021	Email from Becky Collins to Scott Thompson
45	20/05/2021	Email from Scott Thompson to Becky Collins
46	20/05/2021	Email from David Murray to Scott Thompson
47	20/05/2021	Email from Scott Thompson to David Murray
48	20/05/2021	Email from Becky Collins to Scott Thompson
49	20/05/2021	Email from Becky Collins to Scott Thompson

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50	20/05/2021	Email from Scott Thompson to Becky Collins
51	20/05/2021	Email from Becky Collins to Scott Thompson
52	20/05/2021	Email from Scott Thompson to Becky Collins
53	20/05/2021	Email from Becky Collins to Scott Thompson