



PLANNING PERFORMANCE AGREEMENT

Oxford Railway Station - Phase 2 Programme

1. This Planning Performance Agreement has been entered into by Oxford City Council (OCC) and Network Rail (NR).
2. It applies to the Oxford Station Phase 2 works listed below, which form part of the wider programme of works (others in Cherwell District Council) being delivered by Network Rail and takes effect from 26 July 2021. This agreement is for a 12 month period with the ability to extend.
3. The proposed works do not require full planning permission and will be submitted to the LPA for Prior Approval under Schedule 2, Part 18, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.
4. The development will be described in the submission letter as,

“Proposed extension of Oxford Railway Station to provide a new additional through platform including new platform buildings and canopy; a new secondary station entrance building (western side); replacement and new rail, road and pedestrian bridges including safeguarding of future eastern side station capacity improvements; alterations to the highway to include new grade separated shared paths under the railway on Botley Road, creation of new junction between Roger Dudman Way and Cripsey Road; cycle parking area; and new public realm including hard and soft landscaping”.
5. The application will be submitted with a supporting Environmental Statement under the Environmental Impact Assessment (EIA) Regulations. As the project is EIA development a target timeframe for determination will be 16 weeks and the LPA will make best endeavours to meet this timeframe.
6. A land only Transport and Works Act Order has already been submitted to the Secretary of State if land acquisition can not be agreed by negotiation.
7. Network Rail has carried out its own public engagement between January and March 2021 with local residents, resident association, local interest groups, other stakeholders and Ward Councillors from both the City and County albeit it is anticipated the LPA will carry out its own public consultation with the public as part of the Prior Approval process. Network Rail has sent out over 3000 letters to all residents within 250m of the scheme.
8. The LPA will determine the prior approval application following its own internal processes and will deal with as a delegated decision or present to Planning Committee for their decision as appropriate if called in by Councillors.
9. Assuming prior approval is granted it is expected that a number of planning conditions related to siting and appearance will be included on a decision notice and the responsible officer will deal with the discharge of the detail required.



The Partners: **Oxford City Council (OCC)** as the local planning authority dealing with the submissions and consultation activities

Network Rail (NR) as applicant

Proposed Organisational Structure

10. Formal EIA scoping and pre-application discussions meetings/ correspondence have already taken place between the Applicants and Officers at OCC. It is proposed that OCC allocate a Principal Planner to act as the Single Point of Contact for town planning activities responsible for overseeing the day to day progression of the applications and co-ordinating expertise from all parties to resolve specific issues. The two core project managers for town planning will be as follows:
 - **Sarah de la Coze** acting as Principal Planner on behalf of OCC (LPA PM)
 - **Colin Field, Town Planning Manager** acting for applicant (NR PM)
11. In addition to day to day planning activities such as the determination of the application, discharge of conditions, co-ordination of OCC technical expert responses the LPA will attend other project meetings as required. The NR PM will ensure that the LPA PM is made aware of external project related meetings (and invite if appropriate) with statutory consultees and provide a copy of any minutes of meetings as appropriate.

Funding

12. Network Rail agree to fund the cost of Local Planning Authority input into this process. This cost has been agreed at £60,000 over the next 12 month period to fund a Senior Town Planner to backfill other casework to free up the agreed Project manager from her other workload. This is anticipated to be no more than £60,000 (plus VAT) over the 12 month period to be invoiced to Network Rail quarterly from 31 July 2021.
13. In addition to the agreed daily rate reasonable expenses such as mileage or train fares to attend site meetings.
14. Network Rail will raise a Purchase Order number and provide a reference number to OCC for the invoicing of this payment by NR invoicing team. OCC will submit a quarterly invoice with a summary of work completed.
15. Invoices will be submitted electronically with original pdf to invoices@networkrail.co.uk

Work Programme

16. As set out above, there is one main project requiring prior approval which forms a railway baseline scheme at Oxford Station albeit there are different elements to the project that will form the overall Oxford Station Phase 2. It is anticipated that the main project prior approval will be submitted in late July 2021 and will be accompanied by an Environmental Statement.



17. Where necessary, supplementary Agreements may be put in place to manage the workflow and or achievement of milestones for those projects.

Signatures

A handwritten signature in black ink, appearing to be "A. Murdoch", written over a horizontal line.

Andrew Murdoch
Development Management Service Manager
Oxford City Council
Date: 16/7/2021

A handwritten signature in black ink, appearing to be "Colin Field", written over a horizontal line.

Colin Field
Town Planning Manager
.....Network Rail
Date: 16/7/2021