

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

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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?

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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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Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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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>
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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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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



MESSAGE IDOX ACROBAT

FW: Oxford Train station - 20/01751/CONSULT- Message (HTML) (Read-Only)



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Tags

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To...

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

n

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





MESSAGE IDOX ACROBAT

Oxford Train Station - 20/01751/CONSULT - Message (HTML) (Read-Only)



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To...

Sen

Subject

Oxford Train Station - 2 0/017 5 1/ 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