

On Behalf Of: Network Rail
C/o Colin Field MRTPI
Templepoint
Redcliffe Way
Bristol
BS1 6NL

Date: 26th November 2021
My ref: 21/02007/PA18
Please ask for: Sarah de la Coze
Email: sdelacoze@oxford.gov.uk

Dear Mr Field

APPLICATION: 21/02007/PA18

REGISTERED: 28th July 2021

PROPOSAL: Application for Prior Approval - Part 18 of General Permitted Development Order (GPDO). Oxford railway station proposed west side engineering works to construct an additional platform 5 railway line with associated platform canopy cover and platform enclosures providing passenger facilities, along with a stair and lift access to a subway connection to a proposed secondary station entrance incorporating retail, public toilets, an open concourse, staff accommodation and a relocated station refuse area. Proposed replacement rail and pedestrian bridges over Botley Road along with alterations to the road to provide grade separated pavements each side. Reconfiguration of Roger Dudman Way to connect onto Cripsey Road and replacement of Sheepwash Bridge. Proposed demolition of the single storey railway buildings at the rear of platform 4, along with the Youth Hostel and removal of two small single storey commercial units between Cripsey Road and Roger Dudman Way. Formation of public realm to the west side of the proposed station building along with cycle parking facilities

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

I refer to your above application for a determination under the provisions of Part 18 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order, 2015. Please treat this letter as the Council's formal determination that the prior approval of the local authority is required to the siting and appearance of the above development. The Council grant approval for the siting and appearance of the development subject to the following conditions:-

1. The development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the local planning authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy DH1 of the Oxford Local Plan 2036.

2. Samples of the exterior materials to be used in the western station building shall be made available to view on site to planning officers, and shall have been submitted to and approved in writing by, the Local Planning Authority prior to the above ground construction phase starting and only the approved materials shall be used unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

3. Prior to the commencement of development, a specification of all external materials to include the colour and texture of concrete, the colour and material of the external staircases, details of railings shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

4. Sample panels of the proposed concrete panels to be used in the retaining wall demonstrating the colour, texture, shall be made available on site for viewing, details of the design including method of fixing and layout, metal cladding at edges, abutment thresholds to glazing and frame shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

5. Details of the finish of the inside of the subway including any artwork and samples of the material proposed to be used shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

6. Details of the pedestrian bridge (including ramp), replacement Botley Road Bridge and the new bridge to carry the western track including any handrail details, materials, colours and finishes shall be provided and approved in writing by the Local Planning

Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

7. A detailed specification of the design, materials and location of fixing of any railings, handrails, guardrails, seating, bollards, benches, and security gates shall be provided and agreed in writing by the Local Planning Authority and completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

8. Details of any signage proposed for the new western entrance including details of the materials, colours and finishes shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance in accordance with policies DH1 and DH3 of the Oxford Local Plan 2036.

9. No development shall take place including demolition works until details of the proposed pedestrian bridge over Botley Road have been submitted and approved in writing by the Local Planning Authority. Thereafter and prior to first use of any part of the development, the pedestrian bridge shall be constructed in accordance with the approved details.

Reason: In the interests of highway safety and sustainability, to ensure a satisfactory standard of development and to comply with Government guidance contained within the NPPF in addition to policy M1 of the Oxford Local Plan 2036.

10. Prior to the commencement of development, to include demolition, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, air quality*, vibration, dust** and waste disposal resulting from the site preparation, groundwork and construction phases of the development and manage Heavy Goods Vehicle (HGV) access to the site. Measures to minimise the impact on air quality should include HGV routes avoiding Air Quality Management Areas and avoid vehicle idling. The approved Construction Environmental Management Plan shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

- The Institute of Air Quality Management <http://iaqm.co.uk/guidance/>

** The applicant should have regard to BRE guide 'Control of Dust from Construction and Demolition, February 2003

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policies RE6 and RE7 of the Oxford Local Plan 2036.

11. No development shall take place until a scheme for noise mitigation has been submitted to and approved in writing by the Local Planning Authority and implemented on site. The scheme shall include the rationale for mitigation measures and their predicted effect, in line with the Environmental Statement. Where noise barriers are promoted in the scheme they shall be installed only once the local planning authority has given written approval of their size, appearance and location. Noise barriers shall be maintained in their approved form and may be removed only with the written approval of the local planning authority. The scheme shall incorporate a process to assess barrier performance at given dates to demonstrate that noise level mitigation predicted by the barrier designer has been achieved, with any defects in construction or performance being corrected by the contractor.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policy RE8 of the Oxford Local Plan 2036.

12. No development shall take place until the complete list of site specific dust mitigation measures and recommendations that are identified on Tables A3.5 to A3.9 (pages 22-26) of the EIA: Appendix 6.2 Construction Risk Assessment that was submitted with this application are included in the site's Construction Environmental Management Plan (CEMP). The CEMP will need to be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the overall dust impacts during the construction phase of the proposed development will remain as "not significant", in accordance with the results of the dust assessment, and in accordance with policy RE6 of the Oxford Local Plan 2036.

13. Prior to the commencement of the development a phased risk assessment shall be carried out by a competent person in accordance with relevant British Standards and the Environment Agency's Land Contamination Risk Management (LCRM) procedures for managing land contamination. Each phase shall be submitted in writing and approved by the local planning authority.

Phase 1 shall incorporate a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model and preliminary risk assessment. THIS PHASE HAS BEEN COMPLETED AND APPROVED.

Phase 2 shall include a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present, the risks to receptors and to inform the remediation strategy proposals.

Phase 3 requires that a remediation strategy, validation plan, and/or monitoring plan be submitted to and approved by the local planning authority to ensure the site will be suitable for its proposed use.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with policies RE7 and RE9 of the Oxford Local Plan 2036.

14. The development shall not be occupied until any approved remedial works have been carried out and a full validation report has been submitted to and approved by the local planning authority in accordance with condition 15.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with policies RE7 and RE9 of the Oxford Local Plan 2036.

15. Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on that part of the site affected shall be suspended and a risk assessment carried out by a competent person and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued.

Reason- To ensure that any soil and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policies RE7 and RE9 of the Oxford Local Plan 2036.

16. No development shall take place until the applicant, or their agents, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority. All works shall be carried out and completed in accordance with the approved written scheme of investigation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: The development may have a damaging effect on known or suspected elements of the historic environment of the people of Oxford and their visitors, including medieval and post-medieval remains in accordance with policy DH3 of the Oxford Local Plan 2036.

17. No development shall be occupied until confirmation has been provided that either:

1. Capacity exists off site to serve the development confirmed by Thames Water or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure

phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan Or

3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any 2 reinforcement works identified will be necessary in order to avoid flooding and or potential pollution incidents in accordance with policies RE7, RE9, V8 and RE3 of the Oxford Local Plan 2036.

18. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement in consultation with Thames Water unless first approved in writing by the Local Planning Authority.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure in accordance with policy RE4 of the Oxford Local Plan.

19. Prior to the commencement of development, a detailed scheme of all ecological enhancements shall be submitted to, and approved in writing by, the Local Planning Authority to ensure a net gain in biodiversity will be achieved. The scheme will include details of landscape planting of known benefit to wildlife and artificial roost features, including specifications and locations of bat, bird and dedicated swift boxes, and be carried out as approved unless first approved in writing by the Local Planning Authority

Reason: To comply with the requirements of the National Planning Policy Framework and in accordance with Policy G2 of the Oxford Local Plan 2036.

20. No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of "biodiversity protection zones" in respect of protected and notable species and habitats;
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts on biodiversity during construction (may be provided as a set of method statements) and biosecurity protocols;
- d) The location and timing of sensitive works to avoid harm to biodiversity features;

- e) Contingency/emergence measures for accidents and unexpected events, along with remedial measures;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of a qualified ecological clerk of works (ECoW) or similarly competent person if required, and times and activities during construction when they need to be present to oversee works; and
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless first agreed in writing by the Local Planning Authority.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Policy G2 of the Oxford Local Plan 2036.

21. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to occupation.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed, both on and off-site;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- g) Details of the body or organization responsible for implementation of the plan; and
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. Long-term management shall be for a minimum of 30 years. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details unless first approved in writing by the Local Planning Authority.

Reason: The prevention of harm to species and habitats within and outside the site during construction in accordance with Policy G2 of the Oxford Local Plan 2036.

22. A Construction Traffic Management Plan shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of any demolition or any works. The CTMP shall follow Oxfordshire County Council's template if possible. This shall identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- Bus operators to be kept informed of significant changes to the network through the project.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times in accordance with the agreed plan.

23. Prior to construction, the cycle parking strategy must be submitted to the Local Planning Authority for approval. The strategy should seek to maximise provision for cycle parking and should consider a mix of double stacked cycle racks, secure cycle storage lockers and racks that are compatible for cargo bicycles and other non-standard bicycles. The development shall not be brought into use until the cycle parking

areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport in line with policy M5 of the Oxford Local Plan 2036.

24. Details of any proposed external lighting and sound systems including locations shall be submitted to, and approved in writing by, the Local Planning Authority before the building(s) is occupied. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and in the absence of information, in accordance with policy RE7 of the Oxford Local Plan 2036.

25. Prior to commencement of development a landscape plan shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall include a survey of existing trees showing sizes and species, and indicate which (if any) it is requested should be removed, and shall show in detail all proposed tree and shrub planting, treatment of paved areas, seating layouts, and areas to be grassed or finished in a similar manner.

Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

26. The landscape plan as approved by the Local Planning Authority shall be carried out upon substantial completion of the development and be completed not later than the first planting season after substantial completion unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

27. Prior to the start of any work on site including site clearance, details of the design of all new hard surfaces and a method statement for their construction shall be submitted to and approved in writing by the Local Planning Authority. Details shall take into account the need to avoid any excavation within the rooting area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which might require hard surfaces to be constructed on top of existing soil levels using treated timber edging and pegs to retain the built up material. The development shall then be completed in accordance with the approved method statement throughout the development of the site unless otherwise approved in writing by the Local Planning Authority.

Reason: To avoid damage to the roots of retained trees. In accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

28. Detailed measures for the protection of trees to be retained during the development shall be submitted to, and approved in writing by, the Local Planning Authority (LPA)

before any works on site begin. Such measures shall include scale plans indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas (RPAs) of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. Unless otherwise agreed in writing by the LPA the approved measures shall be in accordance with relevant sections of BS 5837:2012 Trees in Relation to Design, Demolition and Construction- Recommendations. The approved measures shall be in place before the start of any work on site and shall be retained for the duration of construction unless otherwise agreed in writing by the LPA. Prior to the commencement of any works on site the LPA shall be informed in writing when the approved measures are in place in order to allow Officers to make an inspection. No works or other activities including storage of materials shall take place within CEZs unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction. In accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

29. Detailed measures for the protection of trees to be retained during the development shall be submitted to, and approved in writing by, the Local Planning Authority (LPA) before any works on site begin. Such measures shall include scale plans indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas (RPAs) of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. Unless otherwise agreed in writing by the LPA the approved measures shall be in accordance with relevant sections of BS 5837:2012 Trees in Relation to Design, Demolition and Construction- Recommendations. The approved measures shall be in place before the start of any work on site and shall be retained for the duration of construction unless otherwise agreed in writing by the LPA. Prior to the commencement of any works on site the LPA shall be informed in writing when the approved measures are in place in order to allow Officers to make an inspection. No works or other activities including storage of materials shall take place within CEZs unless otherwise agreed in writing by the LPA.

Reason: To protect retained trees during construction. In accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

30. The trees labelled 12A, 12B and 12C on the Tree Removals and Retentions Plan drawing No.163390-JAC-SKE-EEN-090200 (R01) shall be retained throughout the construction and operational phases of the development. The trees shall not be removed.

Reason: To maintain the appearance of the area in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

31. Any trees that are found to be dead, dying, severely damaged or diseased within 12 months of the completion of the building works OR 12 months of the carrying out of the landscape plan (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8, DH1 and DH3 of the Oxford Local Plan 2036.

32. Details of the boundary treatment along Abbey Road include details of the proposed signage and barriers shall be provided and approved in writing by the Local Planning Authority before relevant parts of the work are commenced. The development shall be completed in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority

Reason: To protect the amenity of the area in accordance with policies DH1 of the Oxford Local Plan 2036.

33. Prior to the commencement of the approved development details of any mitigation that would address the flooding impacts based upon currently submitted flood models shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include plans showing how the existing approved scheme can be adapted to mitigate the identified flooding impacts. If the identified flooding impacts cannot be adequately addressed through mitigation or if required by the Local Planning Authority then a new set of modelling information shall be submitted to the Local Planning Authority prior to the commencement of the approved development that shall include the up to date climate change allowance of 41%. All submitted or revised modelling data shall include in particular the effect on Osney Cemetery. Any mitigation measures that are identified by the applicant or mitigation that is required following the submission of additional modelling shall be installed within a timetable to be agreed by the Local Planning Authority as part of the submission of the aforementioned mitigation measures and shall be maintained and retained thereafter unless agreed otherwise in writing by the Local Planning Authority.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036.

34. Flood resilience and resistance measures are to be proposed, submitted and approved by the Local Planning Authority for the station buildings affected by residual flooding, any approved measure should be implemented and retained thereafter.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036.

35. Any changes to the scheme, including those related to flood mitigation, must be assessed for their impact on flood risk, and submitted and approved by the Local Planning Authority accordingly.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036

36. The pumps under the Botley Road bridge must be replaced and upgraded as stated in the NR letter dated 05/11/21. Details of these pumps, including operating and maintenance plans, including designating ownership/responsibility shall be submitted to

the LPA for approval and the pumping system shall be retained and maintained thereafter.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036.

37. A flood warning and evacuation plan shall be submitted and approved by the LPA to show how the station will be managed in times of flood, and recovery/return following a flood.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036

38. A flood plan shall be submitted and approved by the LPA to demonstrate how the Botley Road will be managed in the event of a flood to ensure safety if users and the public.

Reason: To manage flood risk in accordance with Policy RE3 and RE4 of the Oxford Local Plan 2036

39. Prior to the commencement of development (excluding demolition), plans, calculations and drainage details to show how surface water will be dealt with on-site through the use of sustainable drainage methods (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. The plans, calculations and drainage details will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics.

Any proposal which relies on Infiltration will need to be based on on-site infiltration testing in accordance with BRE365 or alternative suitable methodology, details of which are to be submitted to and approved in writing by the LPA. Consultation and agreement should also be sought with the sewerage undertaker where required.

A SuDS maintenance plan shall also be submitted to and approved in writing by the LPA. The Sustainable Drainage (SuDS) Maintenance Plan will be required to be completed by a suitably qualified and experienced person in the field of hydrology and hydraulics. The SuDS maintenance plan will be required to provide details of the frequency and types of maintenance for each individual sustainable drainage structure proposed and ensure the sustainable drainage system will continue to function safely and effectively in perpetuity.

Reason: To manage flood risk, and provide a sustainable drainage strategy in accordance with Policy RE3 and RE4 of the Oxford Local Plan 203.

And please note the following informatives:

1. Consent may be applied for and consented under Section 61 of the Control of Pollution Act 1974 for the proposed construction works. The application must set out the final Best Practical Means ("BPM") measures to minimise construction noise and vibration, including control of working hours, and also provide a further assessment of construction noise and

vibration including confirmation of noise insulation / temporary re-housing provision, if required. The Section 61 application should also describe the procedures for the monitoring of noise and vibration during construction.

2. Please note that the responsibility to properly address contaminated land issues, irrespective of any involvement by this Authority, lies with the owner/developer of the site
3. Network Rail should work closely with local residents and the city council throughout the next stages of the project as well as through construction and operation to ensure that there is an open dialogue and communication between parties. Network Rail should seek to create a good relationship between parties throughout the project to ensure there is clear understanding around the different stages of the project, and the impacts it may have on the neighbouring properties as well as the proposed mitigation measures.
4. Network Rail should work with local residents to consider the following matters:
 - I. The potential for additional sound insulation
 - II. Discussions relating to the Construction Environmental Management Plan specifically round working hours and managing construction traffic and noise.
 - III. Alterations to the noise barrier to improve sound insulation.
 - IV. Construction and traffic management around properties and the western entrance

Yours sincerely



Adrian Arnold

Head of Planning Services

Please quote reference number 21/02007/PA18 in all communications