

**THE NETWORK RAIL (OXFORD STATION PHASE 2 IMPROVEMENTS
(LAND ONLY) ORDER)**



**TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURES)
RULES 2004
THE NETWORK RAIL (OXFORD STATION PHASE 2
IMPROVEMENTS (LAND ONLY) ORDER)**

**TOWN PLANNING
SUPPLEMENTAL PROOF OF EVIDENCE
COLIN FIELD BA(Hons) BTP MRTPI**

Document Reference	NR/PoE/C.F.Supp
Author	Network Rail
Date	29 November 2021

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Supplemental Proof of Evidence – Planning

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THE NETWORK RAIL (OXFORD PHASE 2 STATION IMPROVEMENTS (LAND ONLY)) ORDER
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1. INTRODUCTION

- 1.1. My name is Colin Field. I am employed by Network Rail Infrastructure Ltd (“Network Rail”) as the Town Planning Manager for the Wales and Western Region. I have worked with Network Rail since 2008, with 13 years of town planning experience on railway projects. Full details on my role and experience are set out in my main proof of evidence dated 8 November 2021.

2. SCOPE OF EVIDENCE

- 2.1. This supplemental proof of evidence provides an update to the Inspector since the submission of my main proof on 9 November 2021. It provides an update on the town planning situation and has been written to provide confidence to the Inspector that there are no planning impediments to the delivery of the Oxford Station Phase 2 Improvements Project (hereinafter referred to as the ‘OSP2 Project’).
- 2.2. Following the recent pre-inquiry meeting an update is also provided in relation to Osney Lane Footbridge also known locally as Cemetery Footbridge and clarity on the requirement to close the bridge temporarily during the delivery of the OSP2 Project.

3. OUTCOME OF PLANNING COMMITTEE

- 3.1. My previous proof was submitted on the same date as the application for prior approval for the OSP2 Project was presented at planning committee. A copy of the Committee Report has been previously submitted as **NR26** which made a recommendation for approval and for the decision to be delegated to the Head of Planning.
- 3.2. At planning committee officers presented the project to members in a comprehensive presentation with slides of the proposals, outlined the main issues for Members of the Committee to consider and outlined the officer’s recommendation to support the proposals.
- 3.3. I made a presentation to councillors with my colleagues Claire Mahoney and Chris Nash. We then responded to questions from a number of Members.
- 3.4. After debate and discussion members voted unanimously to resolve in accordance with the officer’s recommendation.

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- 3.5. In particular, the Oxford City Planning Committee resolved to delegate authority to the Head of Planning Services to grant prior approval, provided he is satisfied the flooding issues have been satisfactorily addressed and to also include the updating of plans to ensure they are correctly cross referenced, for the reasons given in the Committee Report and subject to the required conditions as set out in section 11 of that Report, and the additional 7 conditions (relating to flooding) and informative included within the Planning Committee Minutes, including such refinements, amendments, additions and/or deletions to those conditions and plans as the Head of Planning Services considers reasonably necessary.
- 3.6. Minutes of the Planning Committee have been published on the Council's web site **(NR34)**.
- 3.7.** Following the publishing of the minutes and further discussions between Officers of the Council and Network Rail regarding the wording of some of the conditions the formal decision notice was issued by Oxford City Council on 26 November and has been included at **NR35**.

4. OSNEY LANE FOOTBRIDGE

- 4.1. Osney Lane Footbridge (also known as Cemetery Footbridge) is a footbridge used by members of the public but does not form part of the formal public rights of way network. The bridge structure is entirely owned by Network Rail and is located on its operational land. It is accessed directly from the edge of the pavement beyond Network Rail land where there are non-dedication plates displayed under the Highways Act 1980. The steps and span of the footbridge oversails both the station car park and the railway.
- 4.2. As part of the delivery of this project the footbridge needs to be closed temporarily for approximately 4 - 8 weeks whilst the pier of the footbridge on the western side of the railway is reconstructed entirely on Network Rail's land (this timescale, which is the current estimate of the project manager following responses from the tendering by build contractors, has been updated since the submission of the Engineering Proof of Evidence). The steps and the span of the footbridge will remain unchanged by the proposed works but for safety reasons the bridge will need to close for public use during this time. The final design of the footbridge pier has yet to be agreed and is subject to detailed design.

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- 4.3. To provide assurance to the local community, the Inspector and the Secretary of State, I can confirm on behalf of Network Rail that the closure of the footbridge for the project works will only be temporary whilst those project works are undertaken.
- 4.4. The original submission of the Order included powers to temporarily possess the footbridge within Plot 39 as it was initially thought by Network Rail's land referencer that others including the Train Operating Company (TOC) and Freight Operating Company (FOC) had an interest in the structure. On closer investigation by the Network Rail team this was found not to be the case. The temporary closure of the structure will have no bearing on their interests, i.e. running of passenger and freight trains on the mainline, or the day to day operation of the station car park. The further proposed amendments to the Order (**NR2**), Order Plans (**NR9**) and Book of Reference (**NR8**) address this and mean that temporary possession of the bridge no longer forms part of the Order.
- 4.5. Separately, it is now highly likely that as part of the detailed design work for the alteration to the western bridge pier, the pier will need to incorporate a concrete crash barrier at its base. This is to protect the bridge if a train is derailed from the adjacent track. The prior approval for the OSP2 project which went to committee on 9 November 2021 did not include the Osney Lane footbridge within the red line plan of the application, as the original expected works to the pier were envisaged to be more limited, essentially re-providing a thinner pier slightly further back from the running line to make space for the new railway track.
- 4.6. The implications for this amendment to the design is that it is now likely that the alteration of the bridge structure will require a prior approval application to be submitted under Part 18 of Schedule 2 to the GPDO. The design of the pier will be such that it will now appear like an upside down "T". I provide draft drawings of the existing and proposed arrangement at Appendix 1. The works are entirely on Network Rail's operational land. The new crash barrier is a modest and unobtrusive structure which will appear in the context of the existing footbridge, pier and rail infrastructure. It will not be clearly visible from the wider neighbourhood or raise any sensitive planning issues (noting that the grounds for refusal under Part 18 are limited in any event). It is characteristic of minor alterations or upgrades that regularly need to be made to Network Rail assets across the network.
- 4.7. These plans are draft and as we go into detailed design it is intended that the height of the base of the upside down "T" which forms the crash barrier will be reduced from the 1.6m height indicated in the attached drawing number W1158B-TTS-DRG-

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ECV-4002004 rev A02 to approximately 0.8m in height. This change will reduce the visual impact of this barrier even further.

- 4.8. This prior approval application for the bridge pier replacement incorporating a barrier will be a minor application and most likely an officer delegated decision. Once detailed design work of the pier replacement has been finalised an application for prior approval will be submitted to Oxford City Council as LPA. It is anticipated that it will be entirely uncontentious.
- 4.9. As a result, it remains the case that, in accordance with the CPO Guidance as referred to in Mr Dawe-Lane's evidence, the OSP2 Project is unlikely to be blocked by any planning impediments.
- 4.10. Should further assurances be required in relation to the temporary closure of the bridge, as part of the prior approval application the planning authority will be able to include conditions in relation to the temporary period of closure for the works to be completed.

5. WITNESS DECLARATION

I hereby declare as follows:

This supplemental proof of evidence includes all facts which I regard as being relevant to the professional opinion which I have expressed and I have drawn the inquiry's attention to any matter which would affect the validity of that opinion.

I believe the facts which I have stated in this supplemental proof of evidence are true and that the opinions are correct.

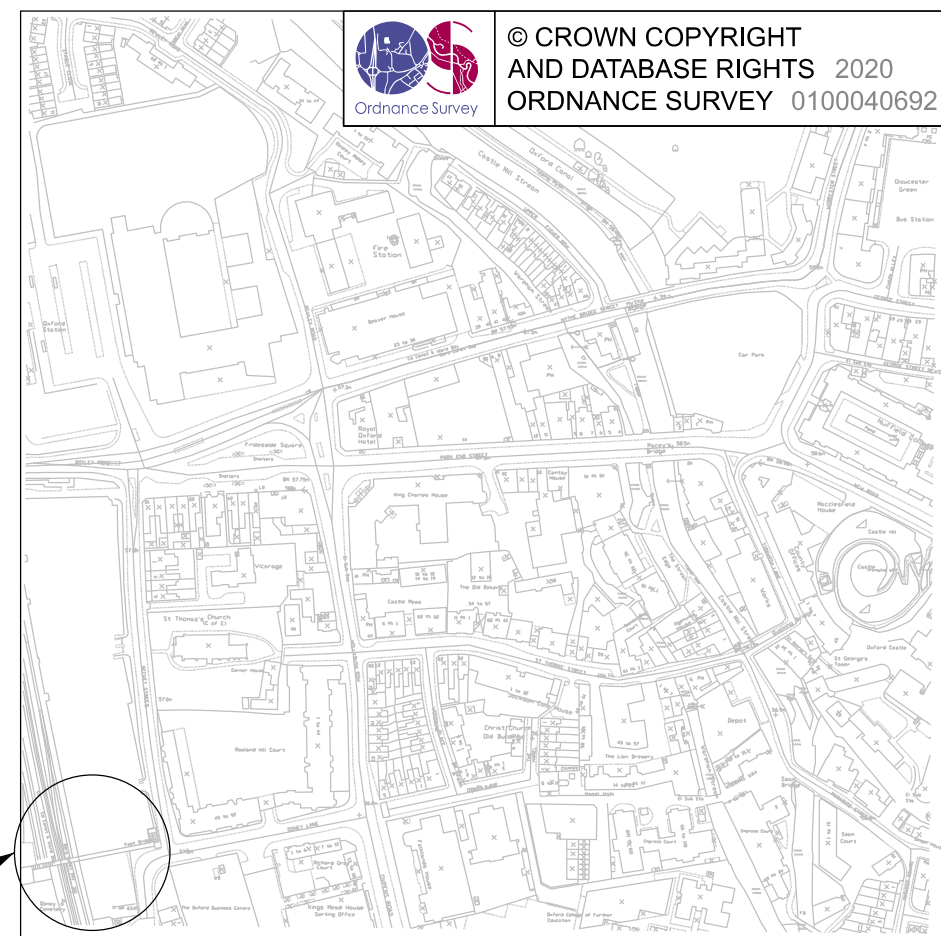
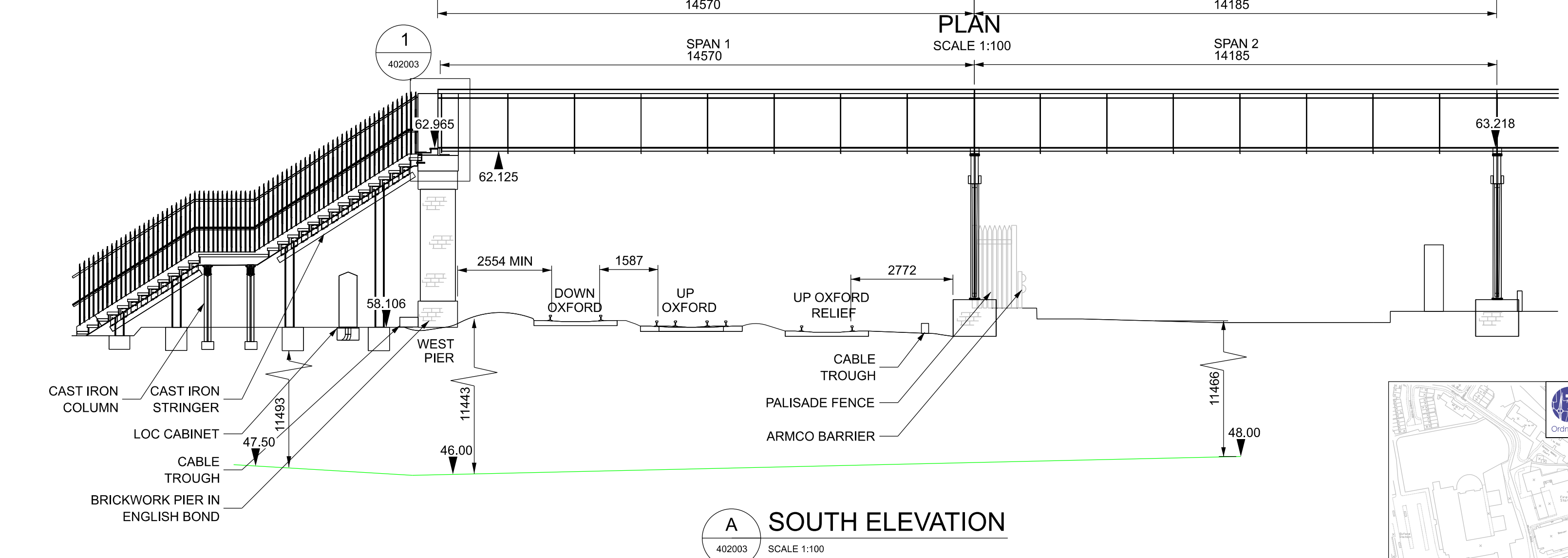
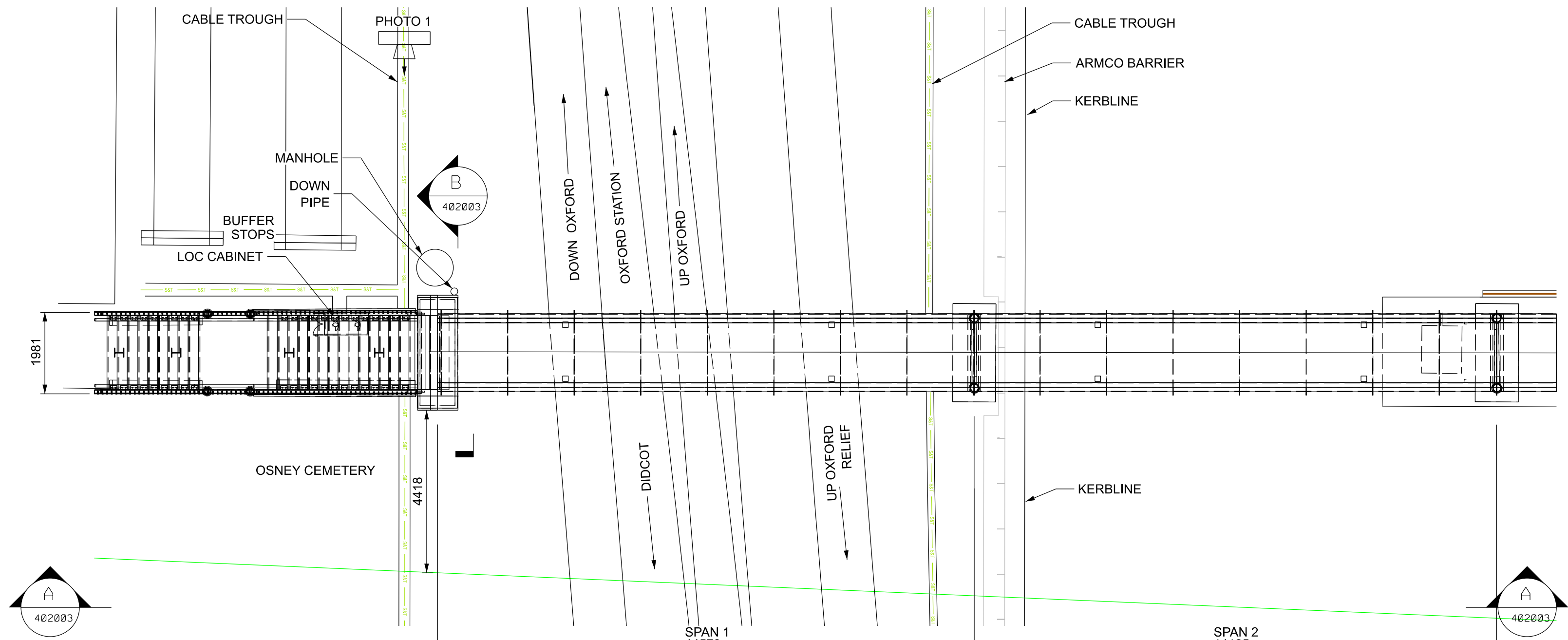
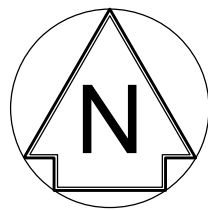


29 November 2021

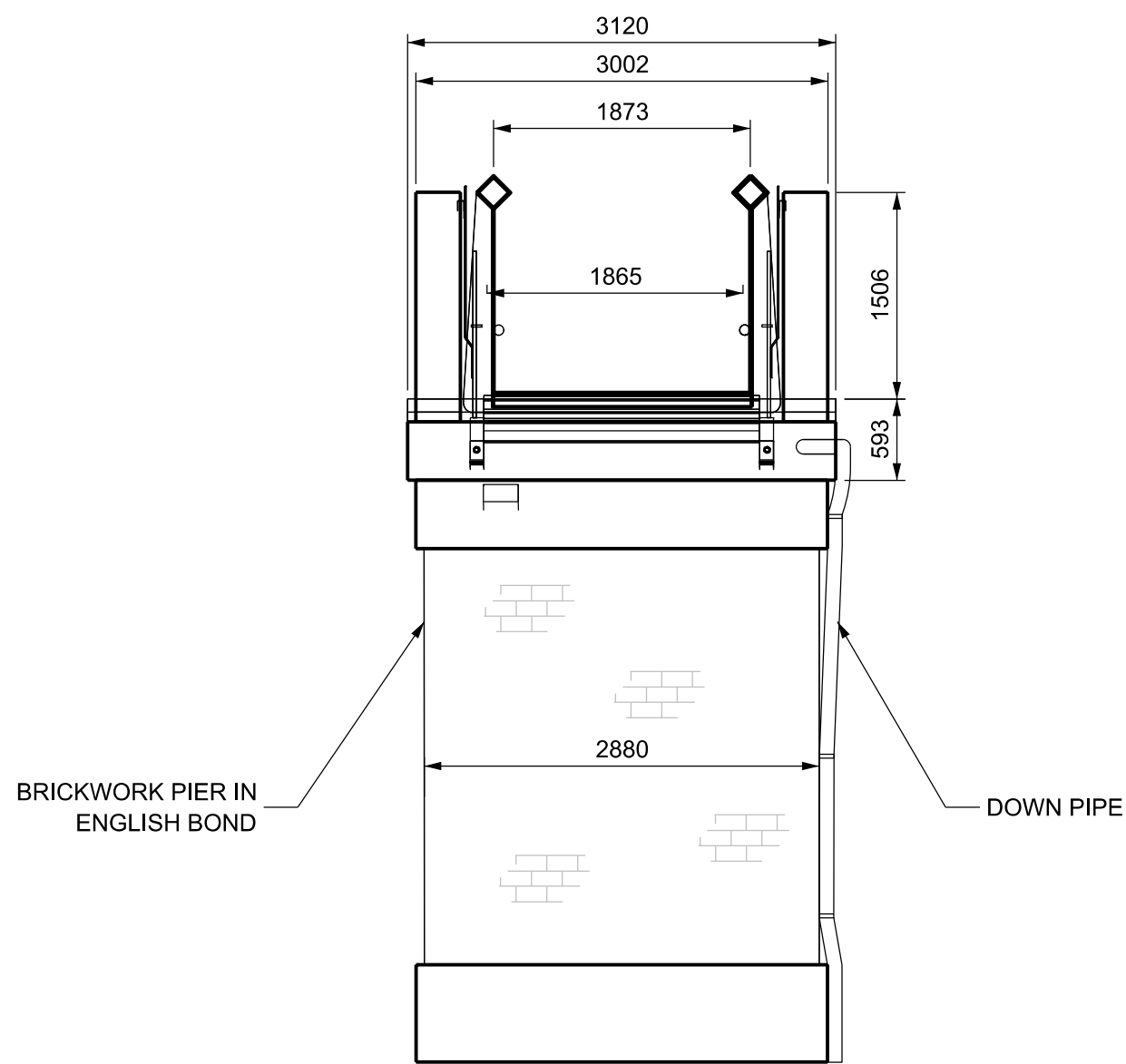
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Appendix

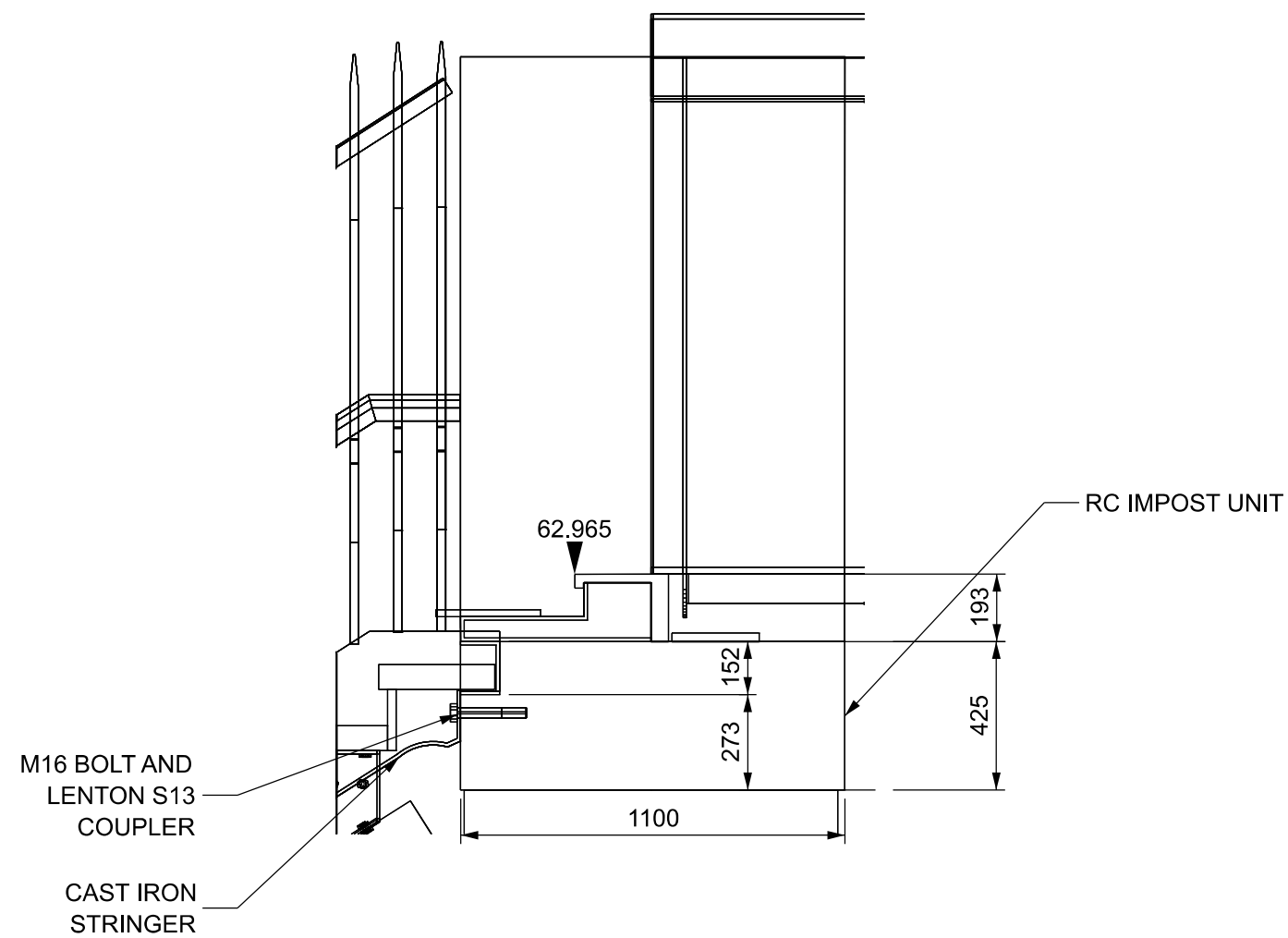
1. Existing arrangement Osney Lane footbridge
2. Proposed arrangement Osney Lane footbridge



LOCATION PLAN
OS REF: SP5006SE
SCALE 1:1250



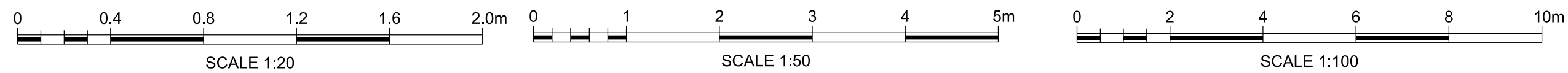
B SECTION THROUGH WEST PIER ON SPAN 1
402003 SCALE 1:50



1 DETAIL OF WEST PIER END OF SPAN 1
402003 SCALE 1:20



PHOTO 1



Legend/Notes

- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
 2. ALL LEVELS IN METERS ABOVE ORDNANCE DATUM.
 3. THIS DRAWING IS BASED UPON NETWORK RAIL INFORMATION AND SITE SURVEY UNDERTAKEN BY SYSTRA ON 19/09/20.
 4. ALL DIMENSIONS ARE INDICATIVE UNLESS STATED OTHERWISE.
 5. THIS DRAWING TO BE READ IN CONJUNCTION WITH:- W1158B-TTS-DRG-ECV-402004 - PROPOSED GENERAL ARRANGEMENT
 6. EXISTING FOUNDATION DETAILS ARE INDICATIVE.

KEY TO SERVICES & ABBREVIATIONS:

- S&T = S & T
= DRAINAGE/SEWER
= 33Kv CABLE



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
A02	16/04/21	F001 SUBMISSION	YF	AGW	ER
A01	25/03/21	FIRST ISSUE FOR F001 IDC	YF	AGW	ER

Status	Suitability
Approval in Principle	S4



Contractor(s)

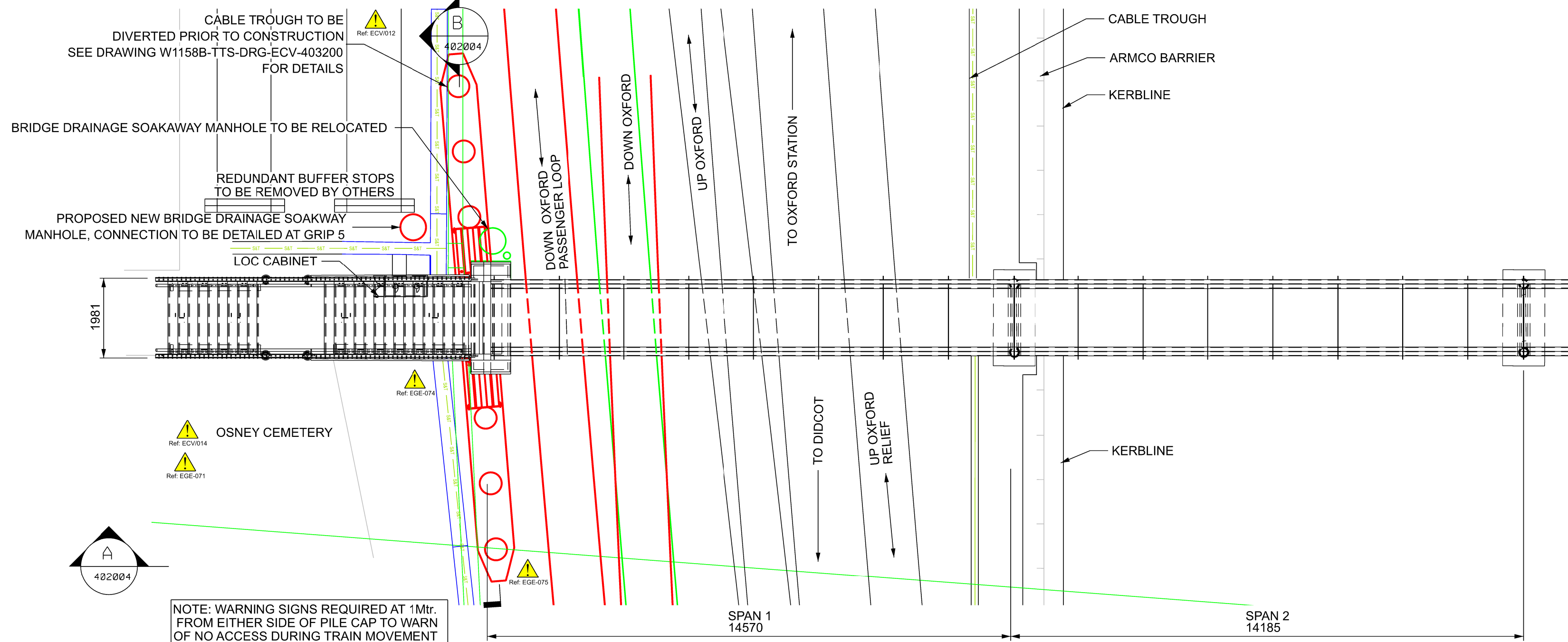
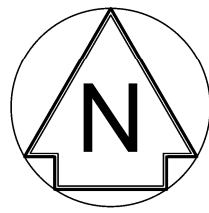
ATHJV

Meridian House
The Crescent
York
YO24 1AW

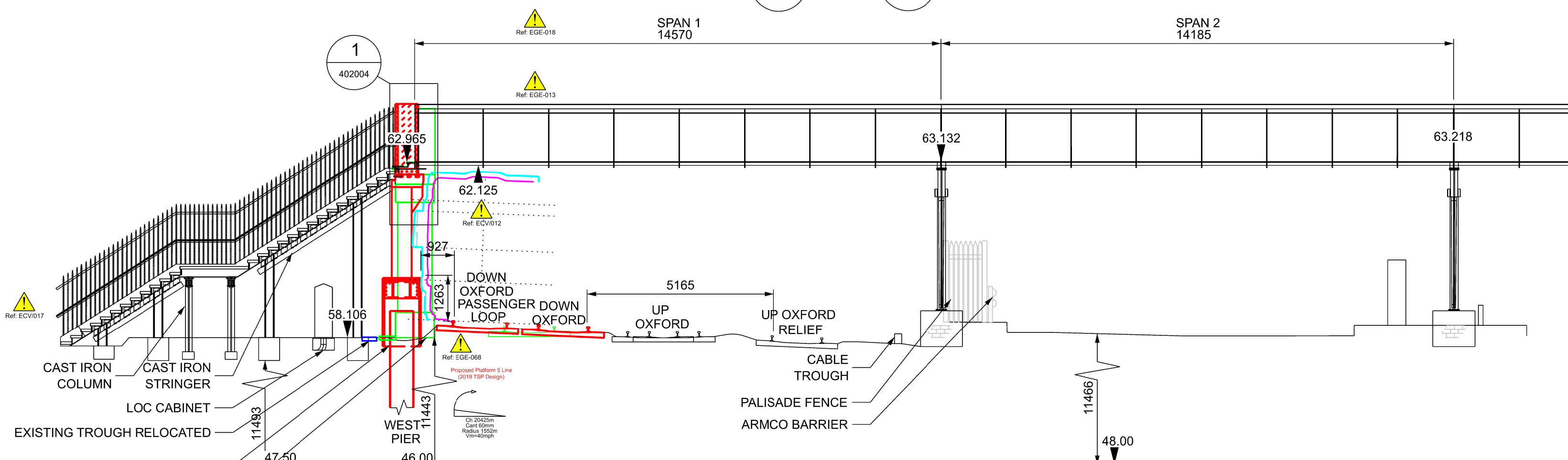
Project
OXFORD CORRIDOR PHASE 2

Drawing Title
CEMETERY FOOTBRIDGE
OXFORD
GENERAL ARRANGMENT

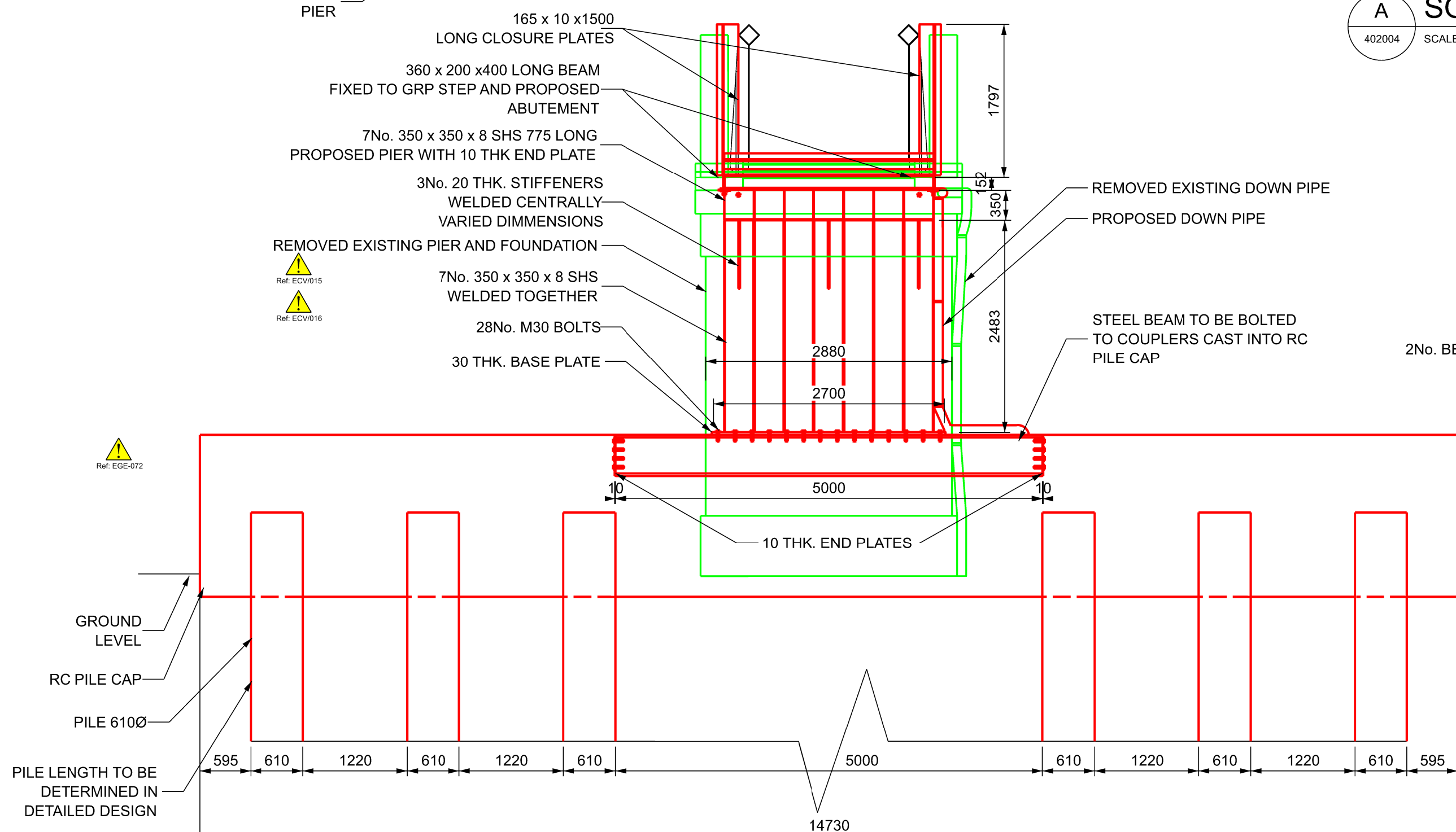
Designed	E.ROBSON	Signed	Date
Drawn	Y.FOSTER	Signed	Date
Checked		Signed	Date
Approved		Signed	Date
Scale(s)	As Shown	ELR & Mileage	DCL 63m 462yds
Alternative Reference		Sheet	of
Drawing Number	W1158B-TTS-DRG-ECV-402003	Revision	A02



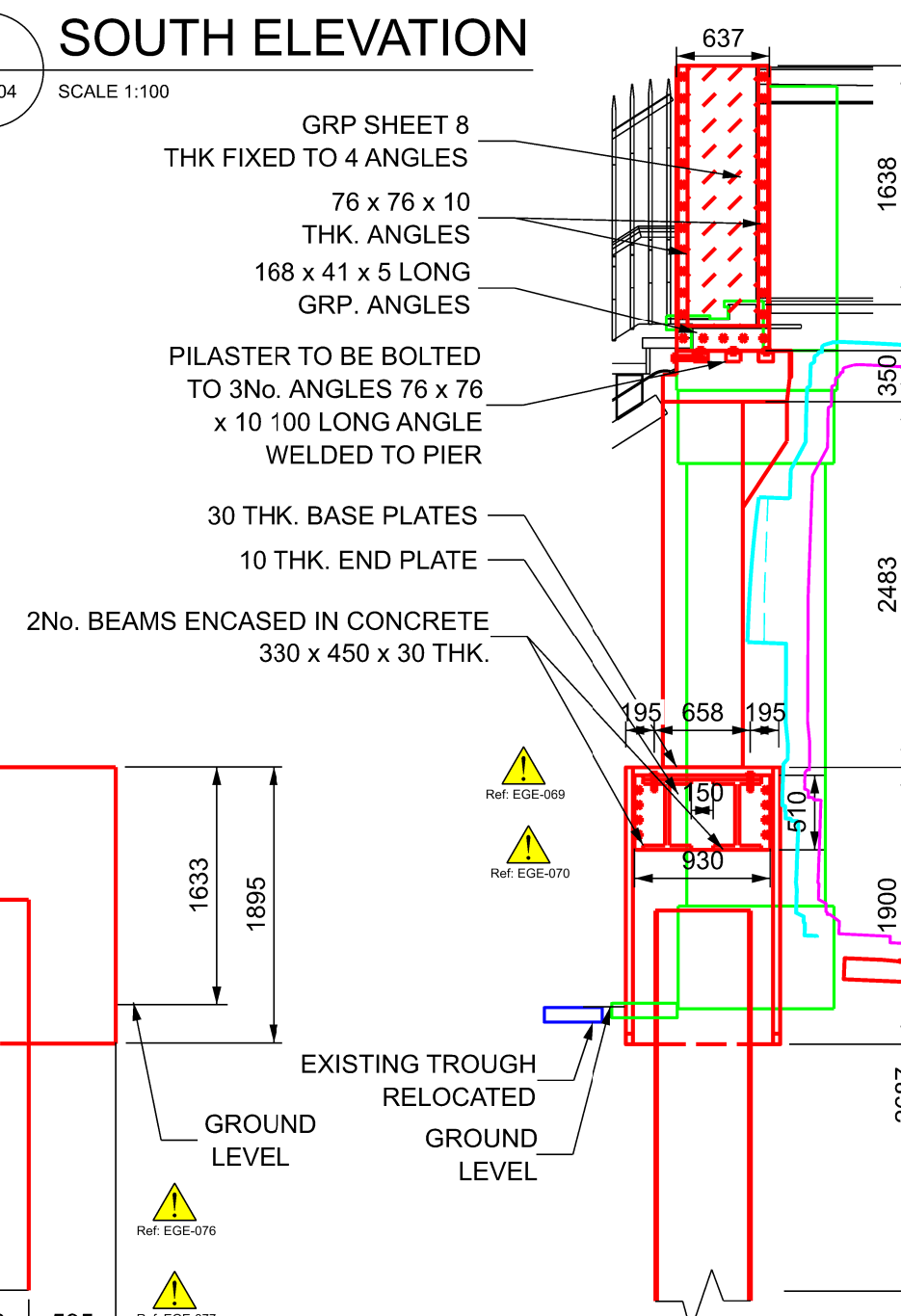
PLAN
SCALE 1:100



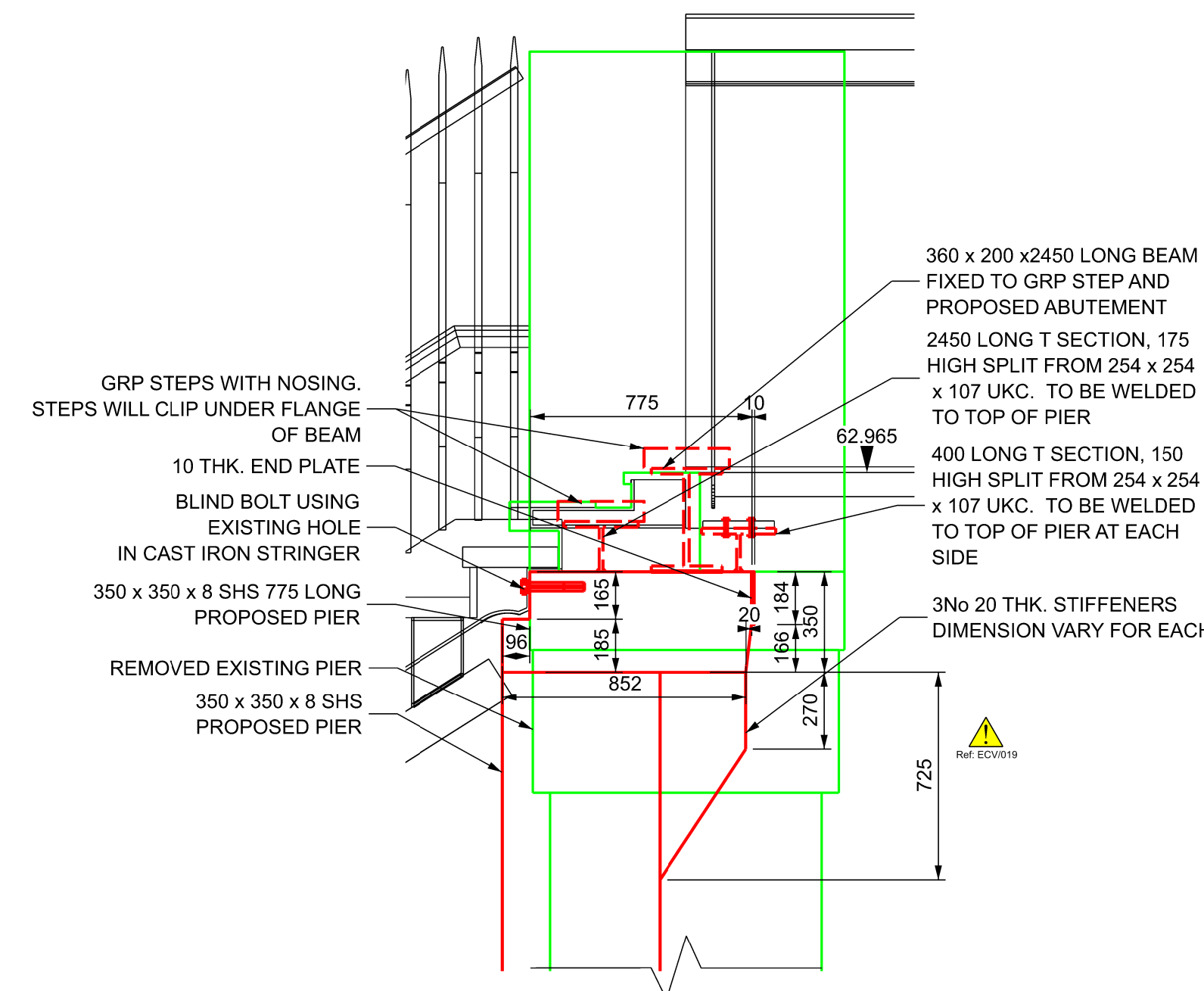
A SOUTH ELEVATION
SCALE 1:100



B SECTION THROUGH WEST PIER ON SPAN 1
SCALE 1:50



C ELEVATION ON WEST PIER ON SPAN 1
SCALE 1:50



1 DETAIL OF WEST PIER HEAD ON SPAN 1
SCALE 1:20

Safety, Health and Environmental Information
Notes below are additional to hazards/risks normally associated with this type of work:

Construction

- CI. EGE-068 - Buried Obstruction
- Cii. EGE-069 - Pile Refusal
- Ciii. EGE-070 - Foundation Failure
- Civ. EGE-071 - Vibrations
- Cv. EGE-072 - Potential Contaminated Ground
- Cvi. EGE-074 - Buried Structures
- Cvii. EGE-075 - Buried Services
- Cviii. ECV/012 - Damage to S&T Trough
- Cix. ECV/013 - Destabilisation of Footbridge
- Cx. ECV/015 - HAVS
- Cxi. ECV/016 - Dust Pollution
- Cxii. ECV/017 - Public Interference
- Cxiii. ECV/018 - Potential Clash with Rig
- Cxiv. ECV/019 - Working at Height
- Cxv. EGE-076 - Damage to pile height
- Cxvi. EGE-077 - Fall into Pile

Operations

- Oi. None Assigned
- Ma. ECV/019 - Working at height
- Di. None Assigned

These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.

KEY TO SERVICES & ABBREVIATIONS:

- S&T = S & T
- = DRAINAGE/SEWER
- = 33kv CABLE
- = STRUCTURE GAUGE BOUNDARY
- = COMPOSITE VEHICLE ENVELOPE

COLOUR KEY ON PLAN:

- BLACK INDICATES EXISTING OR UNCHANGED ASSETS.
- GREEN INDICATES EXISTING ASSETS TO BE REMOVED OR ABANDONED.
- RED INDICATES PROPOSED ASSETS.
- BLUE INDICATES ASSETS TO BE MODIFIED OR TO BE MOVED.
- PURPLE INDICATES PASSIVE PROVISION.

Rev	Date	Description of Revisions	Drawn	Chkd	Appr	Suitability
A02	16/04/21	F001 SUBMISSION	YF	AW	AW	
A01	25/03/21	IDC SUBMISSION	YF	AW	AW	

Approval in Principle



Contractor(s)

ATHJV

Meridian House
The Crescent
York
YO24 1AW

Project
OXFORD CORRIDOR PHASE 2

Drawing Title
CEMETERY FOOTBRIDGE
OXFORD
PROPOSED
GENERAL ARRANGEMENT

Designed	E.ROBSON	Signed	Date
Drawn	Y.FOSTER	Signed	Date
Checked	A.WILKINSON	Signed	Date
Approved	A.WILKINSON	Signed	Date
Scale(s)	As shown	ELR & Mileage	63m 462yds

Alternative Reference	Sheet	of
Drawing Number	W1158B-TTS-DRG-ECV-402004	Revision
	A02	