

Appendix 7 – Table of works to be undertaken under the Chiltern railways (Bicester to Oxford improvements) Order 2012 and covering email.

Dear Fiona,

Further to Colin Fields earlier e-mail I set out the East West Rail projects response to your below query.

ERMs letter to OCC of 8 July 2015 (attached here) sets out the extent of the works to be undertaken under The Chiltern Railways (Bicester to Oxford Improvements) Order powers within Sections H and the yet to be agreed Section I/1. This is generally the area which runs southward from Oxford North Golf Course to a point 50m north of the Aristotle Lane foot crossing. In summary these are the works to construct the separate Bicester tracks and the two turnouts from the main DCL line, which form Oxford North Junction. These are Works Nos 2 and 7 in Schedule 1 of the TWA Order.

I attach a table which includes a breakdown of the works by the agreed and the yet to be agreed Sections (H and I/1), the consents required for each set of works and an expected commencement date. I have also posted you a full set of all the relevant plans (Amended Order Plans and Planning Direction drawings), along with the submitted documents and where appropriate OCC's Decision Notices on CD (due to size).

As set out in ERMs letter of 8 July 2015 the dedicated Chiltern Railways track and works to Oxford Station which would have been located within Sections I/2 and J as described in Works No 3 and 3A in Schedule 1 of the TWA Order are no longer to be built and so the powers for these will not be exercised. Network Rail's Western Team will be carrying out their own works in Sections I/2 and J but these are not works as set out in Schedule 1 of the Order and so will not be undertaken using the TWA Order powers. As these are not to be undertaken using the TWA Order powers Colin Fields earlier e-mail includes a separate table and letter setting out these works and the consents required where appropriate.

I hope the attached in tandem with Colin Fields e-mail provides you with a comprehensive information source of the railway works taking place within Oxford City Councils administrative area.

As discussed on the phone yesterday I will provide an answer separately on your queries relating to First Turn Bridge.

If you have any further queries please let me know.

Kind regards

Andrew

Andrew Deacon
Consultant II

Impact Assessment and Planning

Environmental Resources Management Ltd

Works to be undertaken under The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 Powers					
Scheme	Proposed works	Consent required	Benefit	Expected commencement	Drawings / Documents
40 Section H Works	<p>Section H Works set out in Schedule 1 of the Order to be undertaken in the administrative area of the City of Oxford are as follows:</p> <p>Part of Work No. 2– A double track railway (17,600 metres in length) commencing in the county of Oxfordshire, district of Cherwell by a junction with the termination of Work No.1 and terminating in the city of Oxford by a junction at a point 370 metres north of Aristotle Lane Crossing where Works No. 7 described below begins.</p> <p>Work No.2 also includes the lowering of track through Wolvercot Tunnel and related remedial works to bridge OXD49 First turn bridge.</p> <p>Article 5(4) of the Order also permits the construction of various ancillary works to the Schedule 1 and 2 works.</p>	<p>The Conditions to be discharged to allow development to commence on the above in Section H are as follows:</p> <ul style="list-style-type: none"> • Condition 3 – Development Sections discharged by OCC 7 May 2013 under Planning Ref: 13/00918/CND • Condition 4 Notification of commencement of Development was provided to Fiona Bartholomew on the 2 July 2015 • Condition 6 Implementation and maintenance of railway fencing – discharged by OCC 28 January 2013 under Planning Ref: 13/01965/CND • Condition 9 Archaeology – discharged by OCC 6 June 2013 under Planning Ref: 13/01276/CND • Condition 11 – Contaminated Land. A route wide Scheme of Investigation (Sol) was submitted and approved by OCC on 29 November 2013 under Planning Ref: 13/03209/CND. This Sol identified a further requirement for the development and submission of a Conceptual Site Model (CSM) for the Wolvercot Tunnel which was submitted and discharged by OCC on 17 December 2014 under Planning Ref: 14/03453/CND • Condition 16 – Protection of National European designated sites during construction. Method Statements for works within 500m of both the Port Meadow with Wolvercote Common and Green SSSI, The Hook Meadows and Trap Grounds SSSI and the Oxford 	Required TWA works	Written Notification of commencement of development provided to OCC 2 July 2015	The location and extent of the above works are shown on the Approved Drawings (Sheets 24 to 28 of the Amended Order Plans and the Planning Direction Drawings included here)*.

Works to be undertaken under The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 Powers					
Scheme	Proposed works	Consent required	Benefit	Expected commencement	Drawings / Documents
41		<p>Meadow SAC were submitted and discharged by OCC on 7 April 2015 under Planning Ref: 15/00442/CND</p> <ul style="list-style-type: none"> • Condition 18 – Code of Construction Practice. This was discharged by OCC on 17 September 2013 under Planning Ref: 13/00917/CND with Condition 18 Item B (List of Buildings at Risk) which was set out in the CoCP also approved in writing by OCC on 6 July 2015. • Condition 19 – Noise. This was discharged by OCC on 30 June 2015 under Planning Ref: 15/00956/CND. This included details required to discharge both Items 2 and 4 of Condition 19 • Condition 19 Vibration. This application was discharged by OCC on 30 June 2015 under Planning Ref: 13/03202/CND • Condition 19 Vibration S&C. This application was discharged by OCC on 30 June 2015 under Planning Ref: 14/00232/CND <p>Further submissions will be required in relation to the noise barriers in Section H, which must be approved before installed. This submission will be made a later date when final design information is available. Condition 19 also requires that mitigation in the form of the proposed noise mitigation as set out in the agreed Scheme of Assessment (Planning Ref: 15/00956/CND) must also be installed no later than the date on which a passenger rail service is resumed on this section</p>			

Works to be undertaken under The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 Powers					
Scheme	Proposed works	Consent required	Benefit	Expected commencement	Drawings / Documents
		of the railway.			
42 Section I/1 Works	<p>Section I/1 Works set out in Schedule 1 of the Order to be undertaken in the administrative area of the City of Oxford are as follows:</p> <p>Part of Work No. 2– A double track railway (17,600 metres in length) commencing in the county of Oxfordshire, district of Cherwell by a junction with the termination of Work No.1 and terminating in the city of Oxford by a junction at a point 370 metres north of Aristotle Lane Crossing where Works No. 7 described below begins.</p> <p>Work No. 7 is a railway (200 metres in length) forming a connection between the Bletchley to Oxford Railway and the Oxford to Birmingham Railway commencing by a junction with the termination of Work No.2 at a point on the</p>	<p>The Conditions to be discharged to allow development to commence on the above in Section I/1 are as follows:</p> <ul style="list-style-type: none"> • Condition 3 – Development Sections discharged by OCC 7 May 2013 under Planning Ref: 13/00918/CND. A further application to amend the agreed Section I is currently with the Council 15/01978/CND and is awaiting a decision • Condition 4 – not provided yet • Condition 6 - not provided yet • Condition 9 Archaeology – discharged by OCC 6 June 2013 under Planning Ref: 13/01276/CND • Condition 11 – Contaminated Land. A route wide Scheme of Investigation (SoI) was submitted and approved by OCC on 29 November 2013 under Planning Ref: 13/03209/CND. • Condition 16 – Protection of National European designated sites during construction. Method Statements for works within 500m of both the Port Meadow with Wolvercote Common and Green SSSI, The Hook Meadows and Trap Grounds SSSI and the Oxford Meadow SAC were submitted and discharged by OCC on 7 April 2015 under Planning Ref: 15/00442/CND • Condition 18 – Code of Construction Practice. This was discharged by OCC on 17 September 2013 under Planning Ref: 13/00917/CND. Further written approval in relation to Condition 18 Item B (List of Buildings at Risk) will be sought 	Required TWA works	Commencement works expected January 2016	These works are shown on the Approved Drawings (Sheets 27 and 28 of the Amended Order Plans and the Planning Direction Drawings included here)*.

Works to be undertaken under The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 Powers					
Scheme	Proposed works	Consent required	Benefit	Expected commencement	Drawings / Documents
43	<p>Bletchley to Oxford Railway 370 metres north of Aristotle Lane Crossing and terminating on the Oxford to Birmingham Railway at a point 185 metres north of that crossing.</p> <p>Article 5(4) of the Order also permits the construction of various ancillary works to the Schedule 1 and 2 works</p>	<p>from OCC</p> <ul style="list-style-type: none"> • Condition 19 Noise - not provided yet • Condition 19 Vibration - not provided yet • Conditions 31 and 32 Measures for the protection of the Oxford meadows Special Area of Conservation and Hook Meadow and Trap Ground Site of Specific Scientific Interest– The baseline reporting element of these conditions was discharged by OCC on 16 June 2014 under Planning Ref: 14/00007/CND. Further submissions relating the monitoring and mitigation elements will be submitted to fully discharge both conditions. 			

*Articles 5 and 6

Article 5 of the TWA Order states that all of the above works may be constructed in the lines or situations shown on the deposited plans and in accordance with the levels shown on the deposited sections. However Article 6 of the Order allows the promoter to:

- (a) deviate laterally from the lines or situations shown on the deposited plans to the extent of the limits of deviation (area shaded in pink on the Approved Drawings) for that work; and
- (b) deviate vertically from the levels shown on the deposited sections—
- (i) to any extent not exceeding 3 metres upwards; or
- (ii) to any extent downwards as may be found to be necessary or convenient.

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