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Dear Fiona

NETWORK RAIL WESTERN ROUTE TEAM DELIVERY

I write in response to your email sent on the 13th July 2015 regarding the above and your request for further information. As I understand it there are two main issues you seek clarity on, firstly why is it proposed to amend condition 3 which ERM is dealing with on behalf of Network Rail/ Chiltern Railways and secondly further details on the other projects which Network Rail is delivering in Oxford.

On the first issue ERM sent a letter to you on 8th July 2015 giving clear detail as to why we propose to amend Section I. The wording of the Condition 3 of the Chiltern Railways Order gives us the ability to amend or vary in whole or part from time to time with your approval. The proposed bisecting of the section makes sense as it reflects the works we intend to do (or not to do) under the authorising order. The amendment of the Section I into 1 and 2 will enable us to manage public consultation and mitigation for noise and vibration more effectively for the work we do propose to implement in the Order.

In answer to the second part of your query directed to the Western Team I can confirm the proposed work at Oxford Railway Station has a deemed planning consent under Part 18 of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO) and we are currently seeking the council's prior approval to the detailed plans and specifications submitted on 12 January 2015. As you know this was originally proposed to be considered by your members in March recommended for approval with conditions albeit was put on hold whilst you sought legal advice. After finally being presented to members on 7 May they deferred the decision for further clarity on siting and design. We submitted revised design and additional supporting information and hope that our amended application will be approved at Planning Cttee on 11 August as the revised scheme addresses all the concerns flagged up by your members.

In reference to track work we are completing I can clarify that the renewal of track and sleepers on the alignment of an existing railway which has been in situ for the last 150 years would clearly be permitted development and such asset renewals are part of Network Rail's core maintenance function and we do not need to submit detail and plans or seek your approval for such works under the town planning legislation. This principle is exactly the same as the Highway Authority tarmacking one of their roads when the surface has

become life expired; they would not expect to seek the authority or approval of the Local Planning Authority for such works. We will be renewing track and sleepers on the DCL mainline from the south of the City up as far as Wolvercote Junction and we will not need any planning consent for this work. This track renewal is not works that is authorised by the Chiltern Railways Order.

As you flag up in your email there are a number of different projects taking place in the wider Oxford City Council administrative area and the letter we sent to you on 4th February 2015 was written in a non-technical manner on the basis that it would be shared with local stakeholders. I thought this was a reasonable explanation but I have drafted something more detailed in a table format (see attached) and hope that this is what you are looking for. I have tried to be as comprehensive as I can but as I'm sure you understand things can move on and works amended. The attached table gives detail of each scheme, proposed works, planning consent required either deemed or express, the benefit the works will provide, our expected commencement and any relevant documents.

You will see from the attached list that the majority of works proposed have deemed consent and fall under Schedule 2, Part 18, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (GDPO) (as amended). Class A covers development under a local or private Act or Order. The two primary authorising Acts which relate to the railway corridor within Oxford are Oxford & Rugby Railway Act 1845 and the Oxford, Worcester & Wolverhampton Railway Act 1845. Both of these Acts incorporated the Railways Clauses Consolidation Act 1845 (the 1845 Act).

Clause 16 of the Railways Clauses Consolidation Act states the following:

Subject to the Provisions and Restrictions in this [Act] it shall be lawful for the Company [...] to execute any of the following works; [...] They may from Time to Time alter, repair, or discontinue the before-mentioned Works or any of them, and substitute others in their Stead; and, They may do all other Acts necessary for making, maintaining, altering, or repairing, and using the Railway.

The RCCA 1845 bestows the railway company and its successors the power to make developments necessary to the running and management of the railway.

You will notice that whilst there are planned works as set out in the attached table detail designs are yet to be produced, whilst we do have draft designs which we are working on these have been produced for engineering purposes and often not in a format that members of the public would be familiar with. I hope you can appreciate the difficulties of bundling together detailed information for schemes which some designs are yet to be finalised so this information is relevant as of today but could be subject to change in the future.

I hope this information will help clarify current and future work proposed to be delivered outside of the works authorised by Chiltern Railways Order by Network Rail in Oxford.

Yours sincerely

Colin Field (MRTPI)
Town Planning Manager

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List of Railway Works in Oxford – as at 20 July 2015

Scheme	Proposed works	Consent required	Benefit	Expected commencement	Drawings / Documents
Sheepwash Bridge	Strengthening	Part 18 – No permission needed	<ol style="list-style-type: none"> Ongoing maintenance liability of structure To provide safe access for railway maintenance staff. 	Estimated date 2016	Plans for the walkway are due to be finalised in August 2015.
	Addition of a walkway	Part 18 - Prior Notification			
DCL Mainline Track Renewals (from the south of the station through to Wolvercote Junction)	Replacement of steel sleepers with concrete sleepers	Part 18 – No permission needed	<ol style="list-style-type: none"> Maintain the good functioning of the railway track. Improve safety. Maintain performance. Remove the need to replace asset for approximately 25 years. 	Start date Autumn 2015	No requirement for proposal plans.
	Replacement of existing track for new				
	Removal of life expired ballast				
W10 Train Lengthening Project	Reinstatement of Oxford North Passing Loop.	Part 18 - No permission needed	<ol style="list-style-type: none"> Increase length of existing freight trains. Allow passenger trains to pass freight trains to avoid delays to passenger services. Remove need for freight trains to stop and idle on mainline near housing. 	The majority of works have been completed albeit the final commissioning of track to take place in 2016.	Certificate of lawful use or development application numbers 13/00580/CPU -approved 13/05/2013 13/02156/CEU - approved 10/10/2013
Oxford Area Signalling Renewal	Installing new signal support structures (poles and gantries).	Part 18 - No permission needed	<ol style="list-style-type: none"> Provide the potential to integrate enhancements in order to create additional 	Largely complete	

	<p>Re-control signalling back to the Thames Valley Signalling Control Centre.</p> <p>All signal heads will be replaced with LED Dorman heads (15 -20 year life).</p> <p>Installation of new cabling troughs and lineside equipment cabins and cabinets.</p> <p>Upgrading of Principal Supply Points (PSP's) – electrical power points.</p> <p>Demolition and removal of redundant equipment and buildings on completion of new signalling equipment including the Panel Box.</p>		<p>railway and platform capacity.</p> <ol style="list-style-type: none"> 2. Upgrade for future deployment of European Rail Traffic Management System (ERTMS) signalling systems. 3. Less maintenance and replacement of asset. 4. Removal of outdated equipment lineside. 		
Great Western Main Line Electrification	Provision of the OLE.	Part 18 - Prior Notification required for bridge works only.	<ol style="list-style-type: none"> 1. More seats and faster Journeys. 2. 20-35% lower carbon emissions. 3. Improving air quality. 4. Quieter trains will improve the quality of 	OLE - Estimated date for installation in Oxford 2016/2017	Hinksey Lake FB - Appeal decision APP/G3110/A/13/2196202 Oxford FB – Appeal decision APP/G3110/A/14/2215004 Osney Lane - Design

	<p>Gauge Clearance Works:</p> <ul style="list-style-type: none"> · Hinksey Lake Footbridge · Oxford Footbridge · Osney Lane Footbridge (PA imminent) 		<p>life for people living near the railway.</p> <ol style="list-style-type: none"> 5. Electric Trains are more reliable and require less maintenance. 6. Faster trains with more seats will stimulate economic growth. 7. Increasing capacity for commuters into and out of Oxford. 	<p>Hinksey Lake FB - Imminent Oxford FB – Works in progress Osney Lane - Estimated date 2016</p>	<p>available in Sept 2015. Switching Station - letter and plans submitted to OCC 4 April 2014.</p>
	<p>Construction and Operation of a Switching Station.</p>			<p>Switching Station - Estimated date 2016/2017</p>	
<p>Remodelling of the existing Oxford North Sidings</p>	<ul style="list-style-type: none"> – The west siding will be extended to provide space for longer electric trains. – Realignment of the haul road running along the eastern side of the track and siding. – High level lighting gantries will be replaced by low level lampposts (similar to Reading sidings). – Landscaping and tree planting along the boundary. 	<p>Part 18</p>	<ol style="list-style-type: none"> 1. To accommodate Electric Trains. 2. Far less idling of noisy diesel trains reducing noise and fumes as many of the trains will be electric. 3. Improved lighting with significantly reduced lighting spill. 4. Landscaping and tree planting along the boundary in accordance with arboricultural advice that once established will provide a much better screen to railway sidings and student flats on opposite side of 	<p>Work has started in site preparation and removal and pollarding of vegetation.</p>	<p>Design yet to be finalised.</p>

			railway.		
Oxford Station	<ul style="list-style-type: none"> - Extending existing platforms. - New canopies. - Relocation of accommodation building (this is required to extend the platforms). - Change to layout of car parking. 	Part 18 - Prior Approval (awaiting decision due on 11 August).	<ol style="list-style-type: none"> 1. Provision for additional capacity for passengers and trains. 2. Implementation of the first phase of the Station Masterplan. 3. Aesthetic improvements. 4. Operational improvements. 	Autumn 2015.	Prior Notification application 15/00096/PA11
Aristotle Lane Footbridge	<ul style="list-style-type: none"> - Demolition of existing footbridge. - Erection of replacement footbridge. - Provision of 12 car parking spaces. - Facilitating the extension of school grounds 	Planning permission granted 08/05/2015 - Conditions to be discharged	<ol style="list-style-type: none"> 1. Improved safety. 2. Closure of the level crossing meaning trains no longer need to use horn. 3. Reduced noise and disturbance to local residents in houses and boats alike. 4. Improved gauge clearance. 5. Wider structure. 6. Increased outdoor space for SS Phillip and James School. 	Delivery to start late 2015.	Planning Approval 8/5/15 - 14/01348/FUL

Hinksey Flood Alleviation	Strouds Underbridge – life expired bridge to be partly replaced. New culvert under the railway and adjoining land – negotiations ongoing with EA and land owner. Track lift and installation of elevated signalling and distribution cabinets.	Underbridge – Prior Approval. Culvert – Planning Permission. Track – Part 18 Permitted Development.	<ol style="list-style-type: none"> 1. DfT priority infrastructure resilience project. 2. No track flooding. 3. No signalling failure due to flooding. 4. Assists Environment Agency in their enabling works for flood management in Oxford 	Estimated date 2016.	Pre-application meeting already taken place with Head of City Development and Environment Agency (EA). Prior Approval to be submitted in August 2015.
Canal Bridge (OXD50)	Addition of a cantilevered walkway. Waterproofing of deck and re-pointing of brickwork.	Prior Approval – Part 18 (for the walkway only).	<ol style="list-style-type: none"> 1. To provide safe access for railway maintenance staff. 2. Routine ongoing repairs. 3. Remove the need for future maintenance works. 	Estimated date 2016.	Plans for the walkway are finalised and will be submitted in August/ September 2015.
Castle Mill Stream Bridge	The replacement of this life expired bridge on behalf of the Route Asset Manager.	Prior Approval – Part 18	<ol style="list-style-type: none"> 1. Ongoing asset renewal 2. By doing the work now less disturbance later. 3. EA already consulted informally on works. 	Summer 2016	Plans will be submitted for prior approval in August/ September 2015.
Walton Wells Road Bridge	This bridge fails gauge clearance for electrification	Prior Approval – Part 18	<ol style="list-style-type: none"> 1. Same benefits as electrification 	Undecided	

Transport and Works Act - The Chiltern Railways Order	To be delivered by Network Rail LNW team with works associated with that project finishing 50m north of Aristotle Lane Footbridge on behalf of Chiltern Railways.	TWAO	Many benefits to Oxford which are all listed in the Chiltern submission documents.	Works in progress.	See the project web site and other documents already on the Council's web site.
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Other works in the pipeline are station capacity and station masterplan where a separate station TWAO will be required due to the need to seek powers for land acquisition amongst others.