



Square One, 4 Travis Street
Manchester, M1 2NY

Stephanie Newman
Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol
BS1 6PN

8 July 2021

By Email: OxfordshireSRFI@planninginspectorate.gov.uk

Dear Ms Newman

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Oxfordshire Railfreight Limited (the Applicant) for an Order granting Development Consent for the Oxfordshire Strategic Rail Freight Interchange (the Proposed Development)

Thank you for consulting Network Rail on the Scoping Report relating to the abovementioned development proposal. We are aware of this proposal and are engaged in feasibility work regarding the proposed rail connection.

Having reviewed the information supplied in the Scoping Report, we request that the scope of the EIA is broadened to also include the following matters:

1. Transport & Access

Impacts on PROW should also include the impact of additional freight movements and the new rail connection/infrastructure on the risk profile of the level crossing at Bucknell Bridleway to the south the new rail connection. Any mitigation, including any land or infrastructure needed for diversion, should be included within the Order scheme.

The impact of construction and operational traffic on existing bridges over the railway line will also need to be assessed in terms of their suitability to carry heavy vehicles, or an increase in the volume of such. These bridges include (but may not be limited to): B430, Somerton Road and the unnamed spur road off Somerton Road, Raghouse Lane and the proposed diversion of a PROW over the existing private accommodation bridge accessed via the Ardley Field Household Waste and Recycling Centre. The construction management plan and operational delivery plan should include all necessary mitigation.

2. Noise & Vibration

Impact of noise and vibration in relation to train stabling/idling (including within the new sidings) should be included within the assessment.

3. Ecology & Biodiversity

Impact on the SSSI designation along the railway corridor and adjacent wetland area should be included, with suitable mitigation and achievement of BNG, including where the scheme

interfaces with NR land. An access strategy for the ownership and maintenance of any land severed by the scheme will need to be in place.

4. Water

Drainage effects on existing and new railway infrastructure to ensure that there will be no adverse impact, including increased flooding risks (eg from increased hard-standing).

5. Lighting

Effects of lighting on train driver visibility: signal sighting and dazzling.

If you or the applicant has any queries relating to these matters please don't hesitate to contact me using the email address above.

Yours sincerely

Jill Stephenson
Town Planning Manager NW&C
Network Rail