The Network Rail (Tackley Level Crossing) Order

Appendices to Proof of Evidence

CONTENTS

Ref.	APPLICATION DOCUMENTS
LB1	Prior Approval Application granted by WODC
LB2	Prior Approval Letter
LB3	Requests for pre-application advice
LB4	Temporary Closure of the Crossing
LB5	Landscape and Visual Impact Assessment
LB6	Daylight Impact Assessment
LB7	Lighting Impact Assessment
LB8	Architectural Visualisations
LB9	Design and Access Statement
LB10	Proposed Landscaping
LB11	Preliminary Ecological Appraisal and BNG Assessment
LB12	Sections
LB13	General Arrangement
LB14	Site Location Plan
LB15	Letter to James Nelson and WODC
LB16	Collated correspondence with WODC
LB17	Pre-application Enquiry
LB18	Officer Report

LB1

Planning and Strategic Housing

Council Offices
Woodgreen,
WITNEY,
Oxfordshire,
OX28 1NB
Tel: 01993 861000
www.westoxon.gov.uk

WEST OXFORDSHIRE
DISTRICT COUNCIL

Ms Lisa Bullock
Network Rail
1st Floor
Temple Point
Redcliffe Way
Bristol
BS1 6NL

Date Received: 20th February 2024
Our ref: 24/00534/PART18
Please ask for: James Nelson
Email: james.nelson@westoxon.gov.uk
Direct Dial: 01993 861712

Dear Sir/Madam

Town and Country Planning (General Permitted Development) Order
PRIOR APPROVAL NOTIFICATION

APPLICATION NO: 24/00534/PART18

PROPOSAL: Prior Approval under Part 18 of the GPDO for the provision of a permanent footbridge at Tackley station.

LOCATION : Tackley Railway Station Nethercote Road Tackley

FOR : Ms Lisa Bullock

I refer to your notification registered in this office on 20th February 2024. The proposed development will NOT require prior approval by West Oxfordshire District Council subject to your compliance with the following conditions:

1 That the development be carried out in accordance with the approved plans listed below.

REASON: For the avoidance of doubt as to what is permitted.

Yours faithfully

James Nelson

Senior Planner

For and on behalf of Giles Hughes
Head of Planning and Strategic Housing

Date: 9th April 2024

LB2

James Nelson
Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Lisa Bullock
Network Rail
Temple Point
Redcliffe Way
Bristol
BS1 6NL
Direct Dial: 07710940757
lisa.bullock@networkrail.co.uk

20 February 2024

Dear James

Application for 'Prior Approval' Application, Under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015

Erection of footbridge with lifts at Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT.

On behalf of Network Rail please find enclosed an application for prior approval under Part 18, Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order (GPDO) 2015 for the erection of footbridge with lifts at Tackley station, Station Approach, Tackley.

Tackley station is located on the Engineer's Line Reference (ELR) Didcot and Chester Line, Oxford (DCLO) at 72 miles, 50 chains.

Please find the following documents submitted in support of this application:

Title	Reference Number	Rev
Landscape and Visual Impact Assessment	160474-TAZ-OXF-DCL-FOD-EAR-010001	A04
Daylight Impact Assessment	160474-TAZ-OXF-DCL-FOD-EAR-010001	A04
Lighting Impact Assessment	160474-TAZ-OXF-DCL-FOD-EAR-010001	A04
Architectural Visualisations	160474-TAZ-OXF-DCL-FOD-EAR-010001	A04
Design and Access Statement	160474-TAZ-OXF-DCL-FOD-EAR-010001	A04
Proposed Landscaping	LM24025-DYSE-XX-ZZ-DR-S-1001	P01
Preliminary Ecological Appraisal and BNG Assessment	T9294	V2.0
Sections	160474-TAZ-OXF-DCL-DRG-ECV-010002	P01.1

General Arrangement	160474-TAZ-OXF-DCL-DRG-ECV-010001	P02.1
Site Location Plan	TP-001	15/02/2024

Proposal

The aim of the proposal is to close the level crossing at Tackley station. The process of this includes the following: -

1. Provision of a footbridge with lifts – This work is subject of this Prior Approval, under Part 18 of the GPDO.
2. Alteration to an existing bridleway and public footpath - new, diversion, downgrade and stopping up order – This work is subject of a Transport and Works Act Order currently being considered by the Secretary of State.

Background

Need

The Oxford Corridor project currently underway is designed to increase rail capacity (for both passengers and freight) on the strategic route from Didcot (and the south) through Oxford to Banbury (and the north) and therefore intends to run more and longer trains through Tackley.

The existing crossing at Tackley is the highest ranked passive Bridle crossing on the Western Route. This is based on the score from 2019 (pre closure) when compared to crossing ranked with today's scores.

We can't improve or close every crossing for technical reasons, so while it isn't necessarily number one in risk score it is way up there in terms of priority to improve. And the incident history here speaks for itself. As such, it is not feasible to run more trains on the route with the existing crossing arrangements in place, therefore the crossing needs to be closed and alternative means of crossing the railway for all users to be implemented. A fatality on this crossing in 2008 and several recent near misses also give weight to the argument for closure.

West Oxfordshire District Council will be aware, the region is experiencing a period of growth, and the following requirements have been identified by Network Rail to ensure a safe, sustainable rail network ready for all.

The Oxford Corridor Phase 2 Capacity Improvement Scheme forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network.

Oxford Phase 2 works are planned in 4 parts (2A/B/C/D), with scheme development to take place in Control Period 5 (to March 2019) and delivery in CP6 (April 2019-March 2024).

- **Part 2A: Level Crossings: Level crossing mitigations between Wolvercote Junction and Heyford are required to improve safety and create additional capacity by unlocking headway improvements. Bi-Directional Signalling shall also be commissioned through this area.**

- Part 2B: Track Works – High Speed Crossovers: The project shall develop 75mph high speed crossovers at Oxford North Junction to support improved East West Rail service. These works will be undertaken utilising Network Rails permitted development rights under Part 8, and 18 of the GPDO.

- Part 2C: Botley Road Bridge: Develop a new span to accommodate an additional west side island platform. Take account of the highway authorities' requirements for a wider carriageway / pedestrian and cycle capacity improvements of the existing Botley Road layout.

- Part 2D: Oxford Station works, Western Entrance and Track Works: Provide a new down-side twin-face platform to include western entrance access from Roger Dudman Way.

Part 2A above includes the closure of three level crossings. Tackley (West Oxfordshire District Council), Sandy Lane and Yarnton Lane level crossings (Cherwell District Council).

It should be noted that if the above works was not being progressed by our Infrastructure Project (IP) team, the Western route of Network Rail would be still seeking closure of Tackley level crossing to reduce the level crossing risk on the route and improve public safety.

https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/level-crossings/

History

Around 2000 a project called 'Operation Princess' (known internally as Cross Country Route Mod or CCRM) was completed to allow introduction of (new at the time) class 220 and 221 trains and a greatly accelerated passenger service across large swathes of the country, which included from Bournemouth / Southampton / Reading / Oxford to Banbury / Birmingham / Manchester / Newcastle, and with more trains running than previous. The scheme included closure of many level crossings across the network, with footpath crossings typically replaced by footbridges.

A footbridge was proposed south of Tackley station but failed to gain planning permission. This resulted in a subsequent proposal to provide a subway in a similar location, which would have allowed access to all users (including equestrians). This again failed to gain planning permission but was subsequently allowed on appeal. The delay caused by the planning process was so long that the 'Operation Princess' scheme had already been commissioned and therefore the business case imperative was lost to deliver the work, and the crossing remained in place, with safety improvements.

Planning reference number	Proposal	Decision and date	Reason for decision
W2000/1962	Erection of footbridge	Refused 06/03/2001	1. *That the proposed footbridge will be reason of its size, design and use of materials represent an alien, incongruous an overtly urban feature in this rural location. As such the proposal is considered to be contrary to Policies BE3 and BE5 of the West Oxfordshire Local Plan.* 2. *That the proposed footbridge will, by reason of its height and siting, give rise to overlooking and be an overbearing form of development which would be detrimental to the residential amenities of property on Nethercote Road.* 3. *That the proposal would be contrary to Policies BE4, T1 and T5 and the transport objectives of the West Oxfordshire Local Plan in that the proposal does not make adequate provision for the disabled, elderly, children and cyclists.*
W2002/1219	Construction of new subway under the railway to allow the diversion of the existing footpath and bridleway from the existing level crossing so that it can be closed	Refused 10/10/2002	1. *That by reason of its design, the proposed subway would fail to make safe and convenient provision for horses, their riders, pedestrians, cyclists, the elderly and disabled people, and as such would be contrary to Policies BE3 and BE4 of the West Oxfordshire Local Plan.* 2. *That the proposed development by reason of its*



Tackley Station Footbridge Artists Impression – Solid Parapet

No. TLX 7247/B

 Figure 3 - Visualisation of subway approach			*siting, size and design, would appear as an unduly prominent and intrusive feature in the rural scene and as such would be harmful to the visual amenity of this edge of the village and would have an adverse effect upon the natural beauty of this part of the Area of High Landscape Value. As such the proposal would be contrary to Policies BE3, BE5, CO1 and CO7 of the West Oxfordshire Local Plan.*
APP/D3125/A/02/ 1102495	Appeal of planning application reference W2002/1219	Allowed 23/04/2003	*The Secretary of State conclude that the appeal proposals would not cause unacceptable harm to the character and appearance of the landscape of the Area of High Landscape Value, and would not have an unacceptable impact on the safety or convenience of users of the existing level crossing. Therefore, they conclude that the proposal are in accordance with the development plan policies and the guiding principles of PPG13.* *Note: Landscaping conditions were added to the grant of planning permission.*

Temporary Closure of Tackley Level Crossing

A temporary closure of Tackley Level crossing was approved by Oxfordshire County Council. The start date for the order was 1/1/2020, subject to a temporary footbridge being constructed to replace the crossing.

Currently the crossing is closed and there is a temporary stepped footbridge located at the station. An email was sent to Joan Desmond to inform of this on 23/12/2019, with an update on 20/1/2020 (see Appendix A).

Figure 3 – Temporary footbridge being constructed and built





Description of the Site

Tackley level crossing is located on the Didcot and Chester Line (DCL) at 72 miles 47 chains. The railway forms the eastern boundary to Tackley village. The village has a population of about 1,000 people and is an attractive established settlement, with facilities which include a church, village hall, shop and pub.

The entrance to Tackley station is from Nethercote Road, a largely residential road. Passengers wishing to access the Oxford-bound platform would have to cross the line using a level crossing at the end of Nethercote Road, although currently the crossing is temporary closed and a temporary footbridge is located within the station. This crossing also accommodated a bridleway and is part of Sustrans' National cycle Route 51. The surrounding area is open countryside.

Oxford Canal runs from Royal Leamington Spa to Oxford and passes the village of Tackley less than half a mile east of the station.

Pre-Application Advice

Network Rail has sought pre-application advice and detail of this is set out below:

Date requested	Proposal	Response	Officer & Date of response
28/05/2019	Provision of footbridge or subway, south of the level crossing.	The allowed appeal for the new subway would be a material consideration; Locating south of the level crossing….would hopefully address previous concerns raised in respect of its impact on the residential amenity of properties on Nethercote Road.	Joan Desmond 08/08/2019
02/08/2022	Provision of a footbridge with lifts just north of the station.	The proposed siting is likely to minimise the visual and landscape impact of the works as well as neighbourliness impact.	James Nelson 07/10/2022
14/11/2023	Provision of a footbridge with lifts at the station.	The siting represents the most logical position and can see views into neighbouring properties would be screened. In terms of design, its is characteristic of railway infrastructure and so have no objections.	James Nelson 24/11/2023

Details of the pre-app submissions and responses are provided at Appendix B.

Proposed Development

The aim of the project is to permanently close Tackley Level crossing.

In line with Network Rails "Access for All Programme" we will have to provide lifts for the footbridge in order to provide an obstacle free, accessible route to and between platforms.

The location of the bridge is also crucial to ensure that we have a convenient route, in order that passengers are not tempted to trespass onto the railway line and to minimise the impact the bridge would have on the surrounding environment.

Options Selection
We have commissioned an independent options selection (IOS) to progress with the permanent solution. The Independent Assessment was undertaken by Mott MacDonald in April 2022 (full report provided at Appendix C).

The outcome of this report was that Option B was considered suitable for the bridleway option (this element of the scheme is being processed via a TWAO) and Options 1,3,5,7/7a, 10 and 11 were considered suitable for pedestrians (see suitable options highlighted below).

Pedestrian options

1	Stepped and ramped bridge at station with bridleway diversion
2	Stepped bridge at station with bridleway diversion
3	Stepped / ramped / equestrian bridge to the south
4	Stepped / equestrian bridge to the south
5	Stepped and ramped subway at station with bridleway diversion
6	Stepped subway at station with bridleway diversion
7	Subway with equestrian provision to the south
7a	Subway with equestrian provision to the south n/a
8	Developer ramped / equestrian bridge plus second station step
9	MSL
10	Developer ramped / equestrian bridge with ramp links n/a
11	Stepped footbridge with lifts and bridleway diversion

Our chosen option
The proposal is to divert pedestrians and cyclists to a new footbridge at the station and divert the bridleway and equestrian users via a new bridleway which will link up with an existing bridleway.

The IOS has identified a range of suitable options, the option we have chosen and adapted is Option 11 "Stepped footbridge with lifts and bridleway diversion".

The footbridge will be located on the norther end of the platform, in a similar location as the existing temporary footbridge.

We considered locating the footbridge some 50m north of the station, but this has since been discounted due to the additional distance users would have to travel to cross the bridge and the additional distance would also increase the risk of trespass; there have been recorded incidents of persons jumping onto the track to cross the line even with the much closer temporary footbridge arrangement.

Part 18 Legislation and Prior Approval

This proposal is submitted under Part 18, Class A to Schedule 2 of the GPDO 2015 as permitted development. It does not require full planning permission but the Local Planning Authority (LPA) must give its approval prior to the implementation of the scheme.

Part 18 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament.

The station and existing associated railway land around it were constructed under The Oxford and Rugby Railway Act 1845 is the authorising act for the line between Oxford and Rugby; now known as the DCL. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845.

Section 16 of the 1845 Act gave the then Railway Company and its successors in title, the power to build, alter and maintain the railway, including the following provisions:

> "They may make or construct, in, upon, across, under or over any lands … within the lands described in the said plans, or mentioned in the said books of reference or any correction thereof, … bridges … as they think proper."
> "They may erect and construct such … stations … and other works and conveniences as they think proper;"
> "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 …"

Accordingly, the railway works proposed could be authorised by The Oxford and Rugby Railway Act 1845. The works are located within the limits of deviation of these Authorising Acts. Therefore, the works proposed, fall within the scope of permitted development rights set out within Part 18 of the GDPO as we would "substitute others in their stead" to reconstruct a station where one previously existed.

Notwithstanding this, the proposed to construct a bridge first require the 'Prior Approval' of the Local Planning Authority in relation only to the siting and design of the works. The GPDO states that 'prior approval' must not be unreasonably refused, nor conditions imposed unless the authority considers that alterations to that design are required to mitigate its impact.

This Act of Parliament gives provisions to; and bestows upon the railway company and its successors (Network Rail) the power to make developments necessary to the running and management of the railway.

Paragraph A.2 (of Part 18, GPDO) outlines the process by which the LPA can give their Prior Approval and comment on the proposals. It states:

> The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that -

> (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
> (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The LPA may consider only the design, materials, and siting of the works to ensure that the development proposed 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 and so Environmental Impact Assessment is not required.

The development is within the scope set out in Paragraph 13 of Schedule 2 of the 2017 regulations. Which refers to the description relating to the original authorisation of the railway (Paragraph 7 of Schedule 1). Paragraph 13 indicates that the thresholds of Paragraph 10(d) of Schedule 2 should be met.

Stakeholder Engagement

Consultation with various stakeholders has already taken place. This includes Oxfordshire County Council PROW, Tackley Parish Council, The British Horse Society and affected landowners.

We have also undertaken events aimed at public rights of way and railway users, as well as the local community.

Planning Policy

The works as outlined above is permitted development under Part 18 Class A to Schedule 2 of the GPDO 2015 and therefore deemed not to require a full planning application. Notwithstanding this, Network Rail has completed a review of relevant local policy and summarises compliance with this below.

National Policy Context

Network Rail would like to take this opportunity to indicate how these proposals would be in accordance with planning policy.

<u>The National Planning Policy Framework (NPPF)</u>

The NPPF (2023) provides the Governments overarching planning policies for plan making and decision making in England, with the presumption in favour of sustainable development at its heart.

Transport policy contained within the NPPF is largely focused on the impact of, and location of, new development, in relation to existing transport infrastructure, and provides limited guidance on proposals for new transport infrastructure.

Chapter 9 sets out the Government's key aims for promoting sustainable transport, which is defined in the Glossary as including public transport. Paragraph 116 informs that public transport use should be encouraged and that the needs of people with disabilities and reduced mobility should be addressed.

Chapter 12 notes the importance attached to the good design of the built environment. It advises at paragraph 135 that planning policies and decisions should ensure that developments meet a number of design characteristics including:

- Will function well and add to the overall quality of the area, not just for the short term but for the lifetime of the development:

- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and

- optimise the potential for the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and supporting local facilities and transport networks.

Strategic, Regional & Local Policy Context

Oxford Strategic Partnership's Economic Growth strategy sets out the policy framework for economic development in Oxfordshire.

The Oxfordshire Structure Plan includes a major review of transport policies throughout the County and is designed to address the issues of sustainability by reducing car use and increasing public transport, cycling and walking. Such examples include the support and continuous improvements of public transport links.

Local Transport and connectivity Plan: LTP 2022-2050 (July 2022):

Oxfordshire's adopted Local Transport Plan 5 sets out the counties Rail Strategy. The Oxfordshire Rail Corridor Study (ORCS) has been funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry to identify opportunities and to enhance rail usage in Oxfordshire.

Policy 21 of the LTP5 confirms that the council will use the ORCS and Oxfordshire Connect projects to guide their approach to rail and priorities for rail investment in Oxfordshire.

Oxfordshire Rail Corridor Study (ORCS) 2021

The study sets out details of interventions required to support growth in Oxfordshire and identifies Oxford Phase 2 and the need for level crossing improvements in Key Output 4.

Network Rail is already undertaking a £7.5 billion upgrade of the Great Western Mainline which has upgraded routes through large-scale infrastructure works and the introduction of new rolling stock.

Other committed strategic rail projects will improve capacity of the rail network and increase opportunities to travel by train to a range of new destinations.

Investment in the strategic rail corridor through Oxford is also an essential part of the transport strategy, as increasing the capacity of the rail network (for both passengers and freight) reduces pressure and congestion on the strategic highway network.

West Oxfordshire Local Plan

The West Oxfordshire Local Plan was formally adopted on 27 September 2018 and sets out the overall planning framework for the District from 2011 – 2031.

Section 7 of the plan looks to increase public transport and informs that West Oxfordshire Council will continue to work in partnership with the County Council and rail providers for the delivery of the various schemes and aspirations that have been identified.

Policy T3 sets out the councils promise to increase the use of rail and provide safe and convenient travel, particularly for pedestrians, cyclists and other vulnerable users.

Key Planning Considerations - Principal of Development

Through this prior approval application, Network Rail seeks the Council's approval on the proposed footbridge with lifts and steps at the station in order to help achieve the necessary requirement to remove the level crossing at Tackley, as part of the wider programme of works and to improve safety and enable the benefits of Oxford Phase 2.

The provision of railway improvements and safe travel for pedestrians and the like are supported by Oxfordshire County Council's adopted Local Transport Plan 4 (notably Policy 21 and the ORCS, as referenced earlier). This is supported by West Oxfordshire District Council and is validated by Policy T3 of The West Oxfordshire Local Plan (2018).

The provision of a footbridge and the diversion of the bridleway at Tackley station will enable the closure of the level crossing. This will remove any future risk for persons crossing the railway at this point. The works will also allow for more trains enabling improvements and efficiencies for the railway network.

Consideration of proposed development

Reason for development and design concept

The provision of an accessible footbridge at the station to enable pedestrian access between the platforms will allow pedestrians the ability to cross the railway, without the need to use Tackley level crossing which is of a higher risk profile than many other similar crossings.

Currently, the level crossing has been closed owing to significant safety concerns. The section of railway immediately south of the station passes through a large radius curve with a maximum permitted speed of 110mph, meaning that trains approach the level crossing at high speed with little warning. This has resulted in a high frequency of incidents on the level crossing, as such, identified as one of the most dangerous crossings on the Wales and Western network.

A separate application for the diversion of the bridleway has been made in the form of a Transport and Works Act Order, as such, is not a consideration for this development.

Design Concept

It is proposed to construct a fully accessible footbridge on the northern platform ends, in the same location as the current temporary footbridge is located. The footbridge will include lifts and stairs (cycle wheel ramps are to be provided on the staircases to assist cyclists).

The orientation of the bridge is such that any user will approach the lifts first with the stairs located behind so that step free access is the priority. The platforms either side of the bridge will need to be extended to accommodate the stairs of the bridge.

Design and Materials

Local Plan policy requires that new development must be of high design quality that maintains and enhances the character and appearance of the area. A design and access statement has been submitted with this application for prior approval.

Designed to replicate the appearance of a Victorian era wrought iron lattice footbridge the parapets will include lattice panels. The colour scheme of white and green is the preference of the community, as per feedback during public consultation. Traditionally the London and North Eastern London Railway (LNER) which was formed in 1923 introduced a colour scheme for buildings of two light colours, stone and deep cream, either of which was used with a brown. Footbridges were painted in the brown, as were metal handrails and the like. Fencing and gates were stone or cream. In July 1937 a new schedule was introduced in which the brown was replaced with a mid-green (Buckingham Green). Timber footbridges were painted stone or cream, but metal footbridges were painted green.

The intention is to ensure that the overall appearance of the railway station is a cohesive streamlined facility. The relandscaping around the station will improve the appearance

of the station whilst maintaining biodiversity. The provision of a bridge with lifts and stairs with cycle wheel ramps will provide an improved experience for all users.

Figure 4 – Visualisations of the proposed footbridge



Landscape and Visual Impact

A landscape and visual impact assessment accompanies this prior approval application. The assessment focuses on a variety of viewpoints surrounding the site, some within a "Short Range", "Medium Range" and "Long Range".

Included in the short range are the adjacent properties, public footpaths and bridlepaths. The assessment confirms that the bridge can be seen from surrounding footpaths however tall hedges prevent viewing along much of their length. The built up area to the west of the station includes Nethercote Road where the houses on the eastern side of the road rear gardens border the railway. Photos have been taken from the back gardens of 59 and 63 Nethercote Road. The footbridge will be visible from these properties.

The medium range includes from within the built-up village of Tackley as well as St Nicholas Church, Fox Hill and canal towpath. Long range views have been assessed from Kirlington Quarry and the outskirts of Kirlington.

The report sets out the potential impacts and mitigation measures incorporated into the design of the bridge identifying that the most significant impacts are likely to occur at short ranges, primarily related to the views from neighbouring properties.

A matrix is included to score the impact of the bridge against 'Detectability of impact' and 'Severity of impact', in terms of 'Privacy', 'View', 'Shadows', 'Light Pollution', 'Architectural Style', 'Vegetation', Station Aesthetic, 'Natural landscape, 'Security' and 'Light and Space'.

In conclusion, the footbridge would present a visual impact on the local landscape which will be effectively reduced due to the sympathetic design which includes transparent lattice panels (although solid panels will be added to the parapet adjacent to the properties in Nethercote Road), natural colours, low-height lift shafts, vegetation and advantageous topography.

Overlooking and Overshadowing

Drawing reference 160474-TAZ-OXF-DCL-DRG-ECV-010002 details that the parapets on the bridge will be 1.8m high, with solid infill panels added to the down side parapet (adjacent to properties in Nethercote Road). This will ensure that it will not be possible to overlook into any of the properties, or their gardens, by any person using the footbridge.

A daylight impact assessment accompanies this prior approval application. It sets out the level of shadows cast both without the proposed footbridge and then with the footbridge at various times of the day. The assessment concludes that due to the bridge being located to the east of the gardens any additional shadowing is most likely to be in the morning, particularly during winter when the sun sits low in the sky to the east.

Planning policy, both nationally and locally do not cover the issue of overshadowing. Local authorities would usually express standards in the form of design guides. West Oxfordshire District Council's Supplementary Planning Document, West Oxfordshire Design Guide adopted in April 2016 is silent on this matter. Planning Practice Guidance at paragraph 008 "Determining a planning application" informs that protection of purely private interests such as the impact of a development on….loss of private rights cannot be a material consideration. Rights to light are therefore separate from the planning system.

In conclusion the design of the footbridge with a solid 1.8m high parapet will ensure no overlooking occurs and the daylight assessment concludes that any overshadowing should only be experienced during winter mornings when the sun sits low.

Lighting

A lighting assessment has been prepared and is submitted to support this application, the results and conclusions are described below.

A lighting strategy has been produced which meets the required standards and developed to support good access to the station and within the station. The strategy includes various design features to limit light spill or glare impact, such as light shields, light dimming when the station is not in use and the use of solid material on the footbridge.

The lighting system for the Tackley footbridge has been shown to have minimised the impact of the lighting on its surrounding environment by design as much as is practicable, whilst maintaining compliance with applicable design standards.

Ecology

A preliminary ecological appraisal which includes a ground level tree assessment and biodiversity net gain assessment (BNG), has been prepared and is submitted to support this application, the results and conclusions are described below.

The report confirms that the site is not subject to any statutory nature conservation designations. Oxford Meadows Special Area of Conservation (SAC) is an internationally important site located within a 15km radius of the proposed bridge. Kirlington Quarry Site of Special Scientific Interest (SSSI), Kirlington Quary Local Nature Reserve (LNR) and Crecy Hill LNR are nationally important statutory sites located within 2km of the site. The proposal is situated within the Impact Risk Zones of several SSSI's, however not within a zone that triggers consultation with Natural England.

The habitat found on site included lowland mixed deciduous woodland, vacant/derelict land, railway, buildings, developed land (sealed surface) and garden. Within 2km of the site there were four areas of semi-natural ancient woodland and one area of replanted ancient woodland and six different types of Habitat of Principal Importance; the closest of these being an unnamed area of Deciduous Woodland 270m west of the site.

A protected species assessment, preliminary roost assessment and ground level roost assessment concluded that the site is suitable for foraging and commuting bats, birds, common reptile and badgers.

The report recommends measures are implemented to minimise indirect impacts from artificial lighting on bats by following accepted best practices. A pre-construction walkover to search for badgers or their setts within 30m of the work area is also recommended.

Further recommendations are that any vegetation clearance is preceded by a search by a qualified ecologist to see if it contains any dormice or their nests. Site clearance should be carried out between September and February to avoid breeding birds; any site clearance during the breeding season must be inspected by a qualified ecologist within 48 hours of the start of clearance. For the protection of reptile site clearance should be undertaken in their active season (March – October, with a temperature of at least 10oC) to enable any reptile to be displaced into suitable adjacent habitat; this would involve an ecological clerk of works (EC0W) handsearching suitable reptile habitats prior to a two-stage cut of the vegetation.

Details of the mitigation measures are provided in Table 4.1 with recommendations for ecological enhancements set out in paragraphs 4.7 – 4.17. Both mitigation and enhancement measures can be subject to a suitably worded condition requiring a precautionary method of working or construction environment management plan.

BNG – a baseline calculation confirms the site comprises of 1.94 biodiversity units. No further assessment has been undertaken. This is not a requirement of developments with deemed planning consent, although a landscaping plan is included within this application which sets out the planting schedule and includes the addition of trees, hedging, plants and wildflower meadow; as recommended in the PEA report as ecological enhancements.

Summary

The proposal does not require full planning permission as it has deemed consent through Part 18 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. However, the LPA's prior approval of the scheme is required before works can commence. When undertaking prior approval considerations, the LPA must be satisfied that the scheme will not 'injure the amenities of the neighbourhood' or could not be implemented somewhere else on the land – as set out in paragraph A.2 of Part 18.

Network Rail looks forward to receiving written confirmation that West Oxfordshire District Council is satisfied with the proposed works, and that prior approval has been granted.

If you have any queries regarding this application, or wish to discuss any part of this letter, project, or prior approval process, please do not hesitate to contact me.

Yours faithfully



Lisa Bullock (MRTPI)
Senior Town Planner

LB3

Lisa Bullock

From: James Nelson <james.nelson@westoxon.gov.uk>
Sent: 24 November 2023 11:06
To: Lisa Bullock
Subject: RE: Proposed permanent footbridge at Tackley Station

OFFICIAL

Dear Lisa,

Thank you for your patience on this, I think the siting represents the most logical position and can see views into neighbouring properties would be screened.

In terms of design, it is characteristic of railway infrastructure and so I have no objections.

Kind regards,

James

James Nelson
Senior Planner

From: Lisa Bullock <Lisa.Bullock@networkrail.co.uk>
Sent: 15 November 2023 13:20
To: James Nelson <james.nelson@westoxon.gov.uk>
Subject: Proposed permanent footbridge at Tackley Station

OFFICIAL

Dear James

I attach a letter and some drawings showing the proposed design for the permanent footbridge at Tackley station. I have written to ask for your view on the proposed design and location prior to making a Prior Approval application which I hope to submit in the next few weeks.

Please do give me a call if you want to discuss this.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner - Western

07710 940 757
lisa.bullock@networkrail.co.uk

Please be aware my normal working hours are Tuesday to Friday.



Wales and Western

****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

****

Publica is a company wholly owned by Cotswold District Council, Forest of Dean District Council, West Oxfordshire District Council and Cheltenham Borough Council to deliver local services on their behalf.

The content of this email and any related emails do not constitute a legally binding agreement and we do not accept service of court proceedings or any other formal notices by email unless specifically agreed by us in writing.

Recipients should be aware that all e-mails and attachments sent and received by Publica on behalf of West Oxfordshire, Cotswold and/or Forest of Dean District Council may be accessible to others in the Council for business or litigation purposes, and/or disclosed to a third party under the Freedom of Information or Data Protection Legislation.

James Nelson
Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Ref: 22/02178/PREAPP

Lisa Bullock
Temple Point
Redcliffe Way
Bristol
BS1 6NL

lisa.bullock@networkrail.co.uk

14 November 2023

Dear James

Request for Pre-Application Advice – Tackley Level Crossing Closure, Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT

Following the pre-application advice sort last year, we have progressed the design for the proposed footbridge at Tackley station and are looking to submit a Prior Approval in the next few weeks.

The footbridge will be designed and built by Taziker. They will replace the existing temporary footbridge with a new permanent Fibre-Reinforced Polymer (FRP) single span structure, including provision for lifts to allow disabled access to both platforms. As part of their design considerations, they have looked at two sites for the bridge. The first location is at the site of the existing temporary bridge the other location being approximately 50m north of the station.



Existing temporary footbridge

Comparing the two options the site at the location of the existing temporary footbridge is preferable as this would be more:

- sustainable - we could re-use the existing foundations;
- easier for passengers to use – a more direct distance with the other option being father away as such the passenger would need to walk a greater distance to cross between platforms. This will disadvantage mobility impaired users and may encourage trespass on

the railway (there have been recorded incidents of persons jumping onto the track to cross the line even with the much closer temporary footbridge arrangement);

- Cheaper – a saving of 1.2million pounds.

The design proposed will minimise the visual impact of the structure as much as is practicable. The Legacy Vision design offers a modern structure with Victorian visual cues, with the lattice infill panels providing a heritage and visually light appearance, whilst improving visibility for users and allowing the structure to blend in with the sky above.

Similarly, structural elements such as columns, stringers and the deck itself being painted in green allows the lower parts of the bridge to blend in with its surrounding landscape.



Proposed design

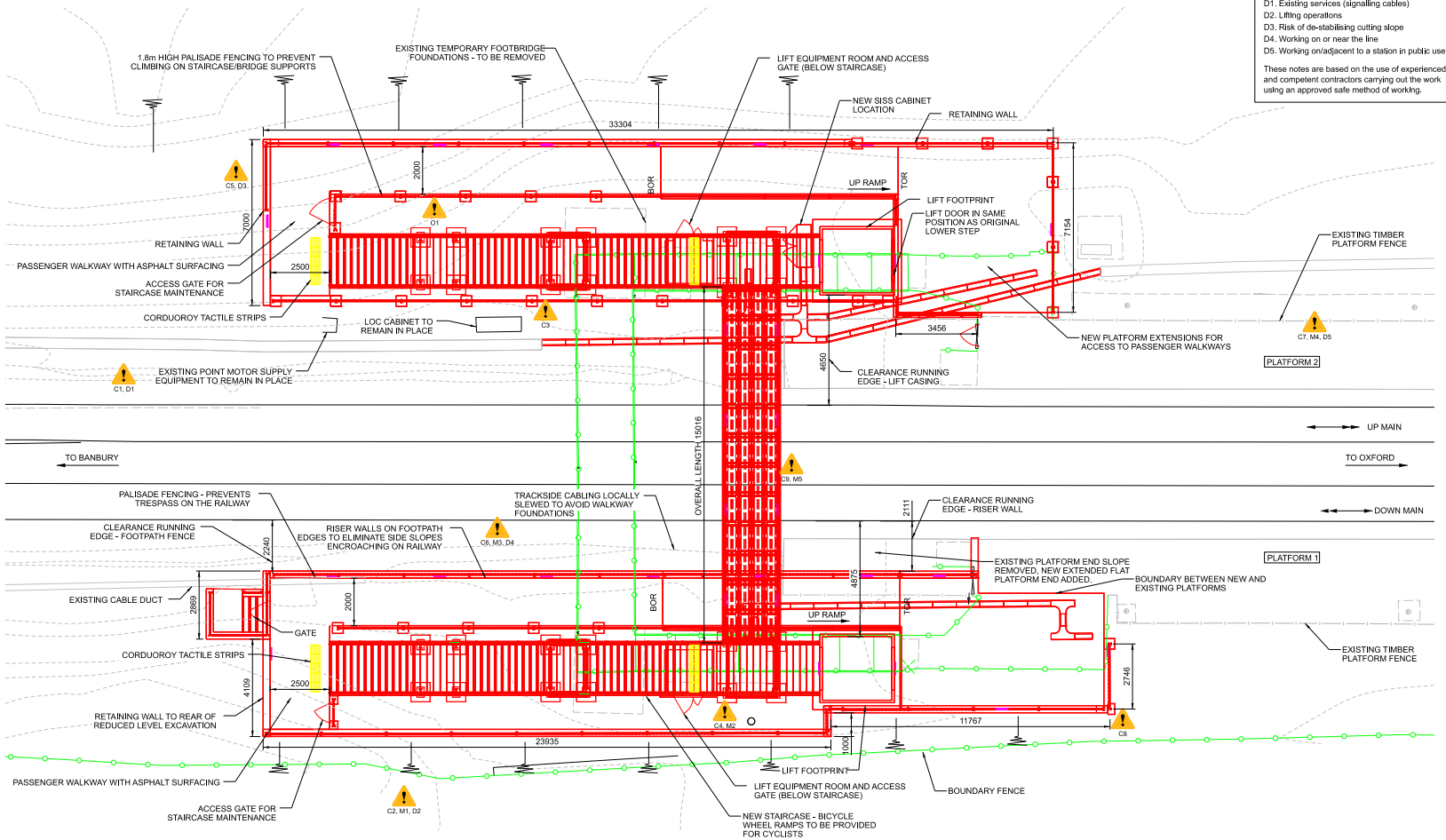
As a result, the bridge is much less visible from neighbouring gardens than first thought, with only the lift shafts and upper landings visible above the trees and their boundary fences. A solid, 1.8m high parapet provided along the staircase adjacent to these properties helps retain their privacy, with their gardens not visible from the walkway below.

Please can you provide a view on the proposed design and location. I attach a drawing of the site general arrangement and sections.

Yours sincerely,

Lisa Bullock MRTPI
Senior Town Planner - Wales and Western Routes

Drawing Number
160474-TAZ-OXF-DCL-DRG-ECV-010001 P02.1



PLAN - OPTION 1

SCALE 1:100

0 2 4 6 8 10m

SCALE 1:100

Safety, Health and Environmental Information

Notes below are additional to hazards/risks normally associated with this type of work:

Construction
- C1. Existing services (signalling cables)
- C2. Lifting operations
- C3. Unforeseen ground conditions
- C4. Uneven ground at back of platform
- C5. Risk of de-stabilising cutting slope
- C6. Working on or near the line
- C7. Working in on/adjacent to a station in public use
- C8. Working adjacent to occupied residential properties
- C9. Working at height (installation)

Operations
- O1. Climbing aid formed by trestle bracing

Maintenance
- M1. Lifting operations
- M2. Uneven ground at back of platform
- M3. Working on or near the line
- M4. Working in a public environment,on/adjacent to a station in public use
- M5. Working at height (examination/maintenance in service)

Dismantling/Demolition (Future)
- D1. Existing services (signalling cables)
- D2. Lifting operations
- D3. Risk of de-stabilising cutting slope
- D4. Working on or near the line
- D5. Working on/adjacent to a station in public use

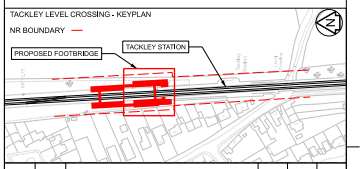
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.

COLOUR KEY:
- RED - NEW OR ADDITIONAL ELEMENTS
- GREEN - REDUNDANT OR TO BE REMOVED
- BLUE - MODIFIED OR TO BE MOVED
- BLACK - EXISTING OR UNCHANGED
- ORANGE - FUTURE WORK
- MAGENTA - NEW ELEMENTS BY OTHERS

Legend/Notes

GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.
2. ALL LEVELS ARE IN METRES.
3. PLEASE DO NOT SCALE FROM THIS DRAWING.
4. THIS DRAWING IS FOR INDICATIVE PURPOSES ONLY. IF THE CONTRACTOR COMMENCES FABRICATION OR CONSTRUCTION BASED ON THE CONTENTS OF THIS DRAWING, IT IS ENTIRELY AT THEIR OWN RISK.
5. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ISSUED ARE PRELIMINARY AND NOT FOR FABRICATION OR CONSTRUCTION.
6. REFER TO DRAWING 160474-TAZ-OXF-DCL-DRG-ECV-000002 FOR SITE RELATED HAZARDS.
7. TOPOGRAPHICAL SURVEY DATA SHOWN ON THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY DATA COLLECTED ON SITE BY ECSL ON 21/07/2023 AND 20/08/2023
8. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:- 160474-TAZ-OXF-DCL-MOD-EDS-010101 OPTION 1 LIGHTING & SMALL POWER GA 160474-TAZ-OXF-DCL-DRG-ETL-010201 OPTION 1 TELECOMS GA



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	09/10/23	First Issue	UM	NM	NM
P02.1	02/11/23	Issued for AIP	RS		

Status: Initial Status WIP
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Taziker Industrial

Location: DIDCOT - BEYOND CANNOCK ROAD JN. (DIDCOT & CHESTER LINE)

Type: CAD Drawing | Sub-type: General Arrangement

Role: Civil Engineer | Sub-Role: General

Zone: Oxford Corridor Phase 2

Phasing: Proposed | Project Stage: PACE 2 ES4

Region: Western and Wales

Contract No.: 160474

Contract Title: Tackley Level Crossing

Drawing Title: OPTION 1 PROPOSED SITE GA

		Signed	Date
Designed	L. Brammer	Electronically Signed	02/11/23
Drawn	R.Singh	Electronically Signed	02/11/23
Checked		Electronically Signed	
Approved		Signed	

Scale(s): 1:100 | ELR & Mileage: 72.0233 to 72.0233

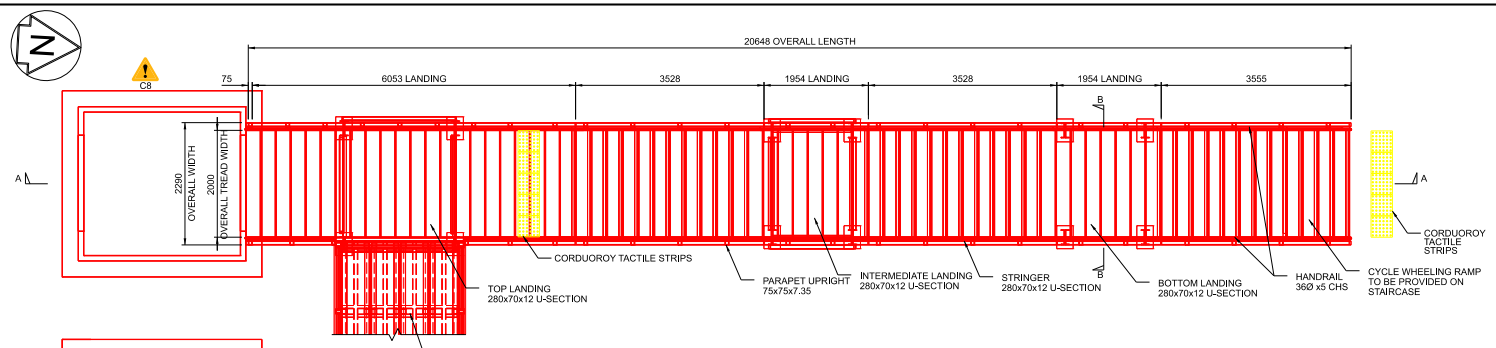
Alternative Reference | Sheet: 1 of 1

Drawing Number: 160474-TAZ-OXF-DCL-DRG-ECV-010001 | Revision: P02.1

OS map data reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright 2017. All rights reserved. Ordnance Survey licence number 0100040692

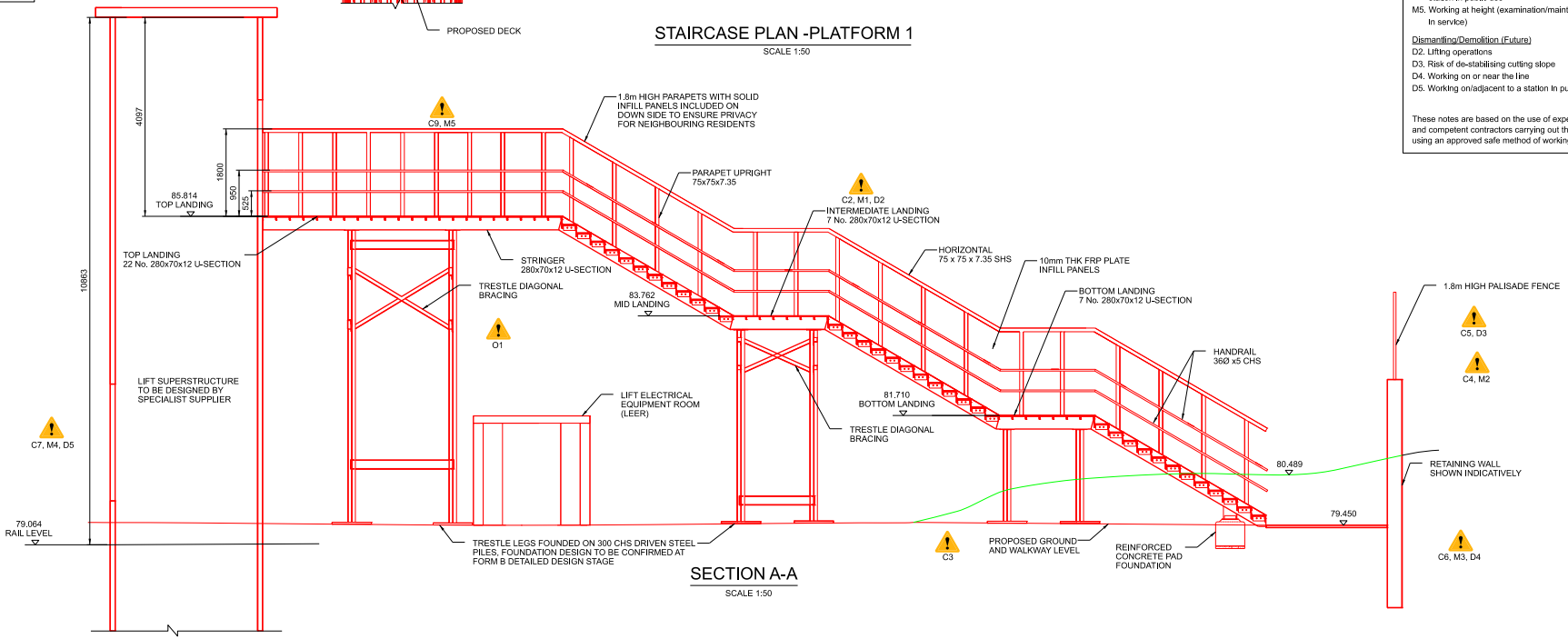
Sheet Size A1 594 x 841

Drawing Number 160474-TAZ-OXF-DCL-DRG-ECV-010002 P01.1



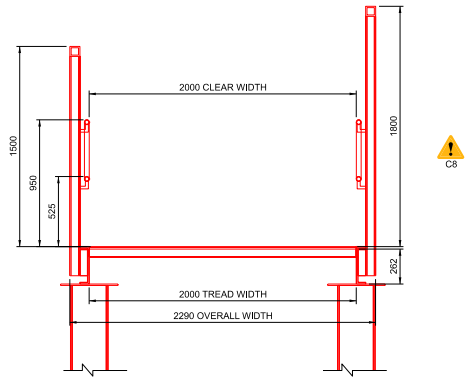
STAIRCASE PLAN -PLATFORM 1

SCALE 1:50



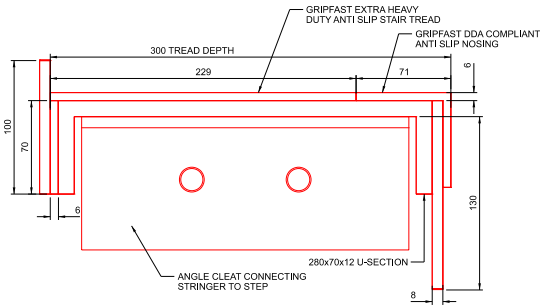
SECTION A-A

SCALE 1:50



SECTION B-B

SCALE 1:20



CROSS SECTION SHOWING STEP COMPONENTS

SCALE 1:2

Safety, Health and Environmental Information

Notes below are additional to hazards/risks normally associated with this type of work:

Construction
- C2. Lifting operations
- C3. Unforeseen ground conditions
- C4. Uneven ground at back of platform
- C5. Risk of de-stabilising cutting slope
- C6. Working on or near the line
- C7. Working in on/adjacent to a station in public use
- C8. Working adjacent to occupied residential properties
- C9. Working at height (installation)

Operations
- O1. Climbing aid formed by trestle bracing

Maintenance
- M1. Lifting operations
- M2. Uneven ground at back of platform
- M3. Working on or near the line
- M4. Working in a public environment,on/adjacent to a station in public use
- M5. Working at height (examination/maintenance in service)

Dismantling/Demolition (Future)
- D2. Lifting operations
- D3. Risk of de-stabilising cutting slope
- D4. Working on or near the line
- D5. Working on/adjacent to a station in public use

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

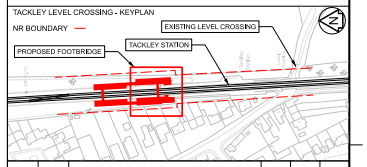
Legend/Notes

GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.
2. ALL LEVELS ARE IN METRES.
3. PLEASE DO NOT SCALE FROM THIS DRAWING.
4. THIS DRAWING IS FOR INDICATIVE PURPOSES ONLY. IF THE CONTRACTOR COMMENCES FABRICATION OR CONSTRUCTION BASED ON THE CONTENTS OF THIS DRAWING, IT IS ENTIRELY AT THEIR OWN RISK.
5. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ISSUED ARE PRELIMINARY AND NOT FOR FABRICATION OR CONSTRUCTION.
6. REFER TO DRAWING 160474-TAZ-OXF-DCL-DRG-ECV-000002 FOR SITE RELATED HAZARDS.
7. TOPOGRAPHICAL SURVEY DATA SHOWN ON THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY DATA COLLECTED ON SITE BY ECSL ON 21/07/2023 AND 20/08/2023
8. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:- 160474-TAZ-OXF-DCL-DRG-ECV-010001 OPTION 1 CIVILS GA 160474-TAZ-OXF-DCL-MOD-EDS-010101 OPTION 1 LIGHTING & SMALL POWER GA 160474-TAZ-OXF-DCL-DRG-ETL-010201 OPTION 1 TELECOMS GA

COLOUR KEY:

RED	-	NEW OR ADDITIONAL ELEMENTS
GREEN	-	REDUNDANT OR TO BE REMOVED
BLUE	-	MODIFIED OR TO BE MOVED
BLACK	-	EXISTING OR UNCHANGED
ORANGE	-	FUTURE WORK
MAGENTA	-	NEW ELEMENTS BY OTHERS



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01.1	02/11/23	Issued for AIP	JC		

Status: Initial Status WIP
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Taziker Industrial

Location: DIDCOT - BEYOND CANNOCK ROAD JN. (DIDCOT & CHESTER LINE)

Type: CAD Drawing | Sub-type: General Arrangement

Role: Civil Engineer | Sub-Role: General

Zone: Oxford Corridor Phase 2

Phasing: Proposed | Project Stage: PACE 2 ES4

Region: Western and Wales

Contract No.: 160474

Contract Title: Tackley Level Crossing

Drawing Title: OPTION 1 PLATFORM 1 STAIRS & LIFT

Designed	L.Brammer	Signed: Electronically Signed	Date: 02/11/23
Drawn	J.Chauhan	Signed: Electronically Signed	Date: 02/11/23
Checked		Signed	Date
Approved		Signed	Date

Scale(s): As Shown | ELR & Mileage: 72.0233 to 72.0233

Alternative Reference | Sheet of

Drawing Number: 160474-TAZ-OXF-DCL-DRG-ECV-010002 | Revision: P01.1

0 0.04 0.08 0.12 0.16 0.2m SCALE 1:2

0 0.4 0.8 1.2 1.6 2.0m SCALE 1:20

0 1 2 3 4 5m SCALE 1:50

Sheet Size A1 594 x 841

LB4

Lisa Bullock

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 20 January 2020 14:03
To: Bullock Lisa
Cc: Abby Fettes; 'andrea.treston@westoxon.gov.uk'; Elliott Toby; Conn Tony; Field Colin
Subject: RE: 19/01616/PREAPP

Dear Lisa

Thank you for the update. I can confirm that the installation of the temporary footbridge would comply with Part 4 of the GDPO as stated.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 20 January 2020 11:31
To: Joan Desmond
Cc: Abby Fettes; 'andrea.treston@westoxon.gov.uk'; Elliott Toby; Conn Tony; Field Colin
Subject: RE: 19/01616/PREAPP

Dear Joan

TACKLEY LEVEL CROSSING CLOSURE - UPDATE

We have managed to bring forward the date of installation of the temporary footbridge to the 1st of February, it will take a few weeks for the bridge to be ready for use. Once it is open the crossing will be closed.

The project team are meeting with the local residents tonight, the British Horse Society on Wednesday and there is a drop in event on the 29th of this month. The drop in will include details of the temporary situation, along with information regarding the permanent solution.

In terms of the permanent solution (subway), ground investigations are taking place on Friday and the design will be progressed. We aim to be ready to submit the Prior Approval Application in about 6 months' time.

I hope this information is helpful and assume you are happy with the installation of the temporary footbridge as per my email below, dated 25 October 19.

If you would like any further information please do not hesitate to contact me.

Kind regards, Lisa

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 23 December 2019 09:02
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Cc: 'Abby Fettes' <Abby.Fettes@westoxon.gov.uk>; 'andrea.treston@westoxon.gov.uk' <andrea.treston@westoxon.gov.uk>; Elliott Toby <Toby.Elliott@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Field Colin <Colin.Field@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

TACKLEY LEVEL CROSSING

I can now confirm that we are intending to erect a temporary footbridge at the station on the 1st April (the next available possession).

We intend to do this under Part 4 as detailed below. Please can you confirm that you are happy with this approach.

The attendant will remain at the station, until the bridge is installed and the crossing is closed.

Kind regards, Lisa

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 25 October 2019 14:34
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Cc: Abby Fettes <Abby.Fettes@westoxon.gov.uk>; andrea.treston@westoxon.gov.uk; Elliott Toby <Toby.Elliott@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Field Colin <Colin.Field@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

I have spoken with Andrea Trenton this morning about Tackley level crossing. We are applying to OCC to temporarily close this crossing, following a near miss which occurred last week (an attendant has been in place since the incident).

In order to allow passengers access to both platforms at the station we will be erecting a temporary footbridge. We normally install this type of bridge during re-building etc. usually we do not apply for any permission, as we would usually install a temporary bridge under Part 4 of the Town and Country

Planning (General Permitted Development) Order 2105 (GPDO). Part 4, allows us to do this, where planning permission is deemed or granted.

Following extensive consultations with stakeholders and the community, we have decided to take forward the option which provides a subway just south of the crossing. The subway will be big enough to accommodate all users including equestrians and their horses. We will not need to apply for planning permission for this option because the subway will include the bridle path, so there will be no need to install a new bridle path (the reason we were working towards submitting a planning application during my recent pre-application submission to you). A subway would fall under Part 18 of the GPDO which requires prior approval from the LPA.

We are currently in the process of undertaking ground investigations at the site. Following this we will design the subway and then we will be able to submit a prior approval application to you.

In the meantime, are you content that we are able to install the temporary footbridge under Part 4, as we have deemed consent to install an alternative crossing (in this case a subway), or would you require us to apply for planning permission for the temporary footbridge (we could not do this under Part 18 as we do not have any time to apply for prior approval)?

Our comm's team will be informing local residents and our application to OCC is just being signed off, so we would appreciate if this information can be kept confidential for the time being.

Please do give me a call if you would like to discuss this.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 08 August 2019 14:44
To: Joan Desmond <Joan.Desmond@publicagroup.uk>
Cc: Halman Lynne <Lynne.Halman@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Willson Andy <Andy.WILLSON@networkrail.co.uk>; Audley James <James.Audley@networkrail.co.uk>; Williams Chris (Network Ops) <Chris.Williams4@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

Just to be clear following our conversation this afternoon.

- You have no preference between a footbridge or subway on the south side of Tackley railway station. If a footbridge is proposed, a visual impact assessment will be required.
- Whilst you would have preference for NR to apply for a diversion / stopping up Order to the County Council you do understand the reasoning behind submitting the whole scheme as a single planning application, alongside a S276 application and both of these applications would be dealt with the by District Council, under the Town and Country Planning Act.
- You are happy with the list of documents outlined in my letter dated 28/5/19.

Thank you for your time today, I will be in touch later in the year.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond
Sent: 08 August 2019 14:23
To: Bullock Lisa
Subject: RE: 19/01616/PREAPP

Dear Lisa

As set out in the email the most appropriate procedure for the proposed development would be the submission of a prior approval application but if you wish to submit a formal planning application then the list of documents outlined in your letter would be appropriate. If the former route is followed then the diversion or stopping up of the PROW would be dealt with by the County Council.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 07 August 2019 15:46
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Dear Joan

Thank you for your comments below. Please would you be able to give me feed back on our submitting a S276 application for the diversion or stopping up of the PROW. More detail of this was included (under the section 'Footpath and Bridleway diversion') within my original letter sent to you. Attached for ease.

I was also hoping that you would provide some feedback in respect of the documents / information you would expect to receive for a full planning application for all the work as we were looking at submitting an application for the whole of the works including the provision of the crossing (either bridge or subway). A list has been provided within the attached letter. I realise this might vary depending on footbridge or subway but just want to check there is nothing I have missed off the list.

If you want to discuss anything please do feel free to give me a call.

Kind regards, Lisa

Lisa Bullock
Town Planner (Western and Wales) |Property Network Rail

M 07710940757

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 07 August 2019 15:01
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Lisa

Thank you for the update on the above pre-application. In terms of the correct procedure, and as pointed out in your pre-application submission, the proposed footbridge/subway would be 'Permitted Development' under Part 18 of the GDPO subject to obtaining the Council's prior approval in respect of its location, design and external appearance. In respect of the latter, the history indicates that such issues were of particular concern in relation to previous options proposed. The planning history and allowed appeal for the new subway would be a material consideration when considering future proposals. The detailed design and suitability for all users would be key considerations but without any further details for the new footbridge or subway just south of the level crossing, it is difficult to provide any detailed comments at this stage. If a footbridge is the preferred option and is to be located further south, then this would hopefully address previous concerns raised in respect of its impact on the residential amenity of properties on Nethercote Road. The upgrading of the surface of the existing footpath to make it suitable to be used by horses, cyclists and pedestrians is supported subject to appropriate materials being used and it being accessible for all.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

Disclaimer

- Please note that this is an officer's opinion and is in no way binding Members of the Area Planning Sub Committee.
- The above advice is given for purposes relating to the Town and Country Planning Acts and for no other Council function.

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 29 July 2019 11:29
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Hi Joan

Thank you and please do give me a call or email if you have any questions. Following the drop in and the feedback from this we no longer intend to provide a new footbridge at the station and we are therefore considering either a footbridge or subway just south of the level crossing.

We do however intend to apply for planning permission and submit a Section 276 for the PROW diversions / stopping up.

Your view on the above along with the upgraded path to be used by horses, cyclists and pedestrians would also be helpful.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 29 July 2019 11:23
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Lisa

Unfortunately I cannot make a meeting tomorrow due to other commitments but I hope to review the pre-application enquiry this week and provide comments.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 22 July 2019 13:00
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Hi Joan

Me again….sorry to keep emailing but just had a thought. I am in Oxford next Tuesday and so if you are free to meet on site for 12:30 or thereafter it would be really handy. Our Sponsor and Liabilities Advisor (who has been speaking with OCC and Tackley Estate) would also be with me.

Regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 22 July 2019 11:34
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Subject: RE: 19/01616/PREAPP

Morning Joan

Please can you give me an update on this pre-app?

Thank you, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 16 July 2019 09:54
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Subject: RE: 19/01616/PREAPP

Morning Joan

We have a public drop in tonight and I was hoping that I would have been able to meet with you today but am happy to discuss things over the phone if that is easier for you. Some feedback from you before tonight would be really helpful, we had hoped that we would have received the councils response from our pre-app in advance of the drop in.

Although we have chosen an option (footbridge at the station with lifts and diversion of bridleway) we are going to display all the options with more detail for a couple of these options;

- a multi-use bridge to the north of the station at the new development, and
- a footbridge with lifts just south of the level crossing with the same bridleway diversion as our chosen option.

We will gather feedback from tonight to go forward with an option, even if it is not our chosen option. Last week we meet with some of the residents most effected by our chosen option, they have concerns about the bridge at the station and the impact this would have to their outlook. At the meeting when we were discussing alternative options they queried the ground levels at the new development. Clarification from you regarding this would be helpful, as I understand you are the case officer for that proposal also; I attach an email with notes from this meeting (you will see that they have ideas for moving the whole station to where the new development is going but there is no funding for this and so we have asked that they do not promote this as its not viable).

I also attach some of the display boards for tonight showing the alternative options. We are expecting a good turn out as the residents we met with last week have been actively publicising the drop in and will be having their own display showing what they believe to be the best option for the village. We have also undertaken a letter drop and put up posters around the village.

Look forward to hearing from you, Lisa

Lisa Bullock MRTPI

Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 16 July 2019 09:11
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: 19/01616/PREAPP

Dear Lisa

As you may be aware I have just returned from annual leave and I am presently catching up on my cases and other workload. I hope to provide a suitable date for a meeting sometime next week.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01933 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

****
****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.
This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

****
****

****
****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

****
****

****
****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.
This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

****
****

****
****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.
This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

****
****

LB5

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Introduction and Description of Scheme

In support of Network Rail's proposal to replace Tackley Level Crossing with an accessible-for-all footbridge, ECSL were commissioned by the scheme's Principal Contractor, Taziker Industrial Ltd, to produce a Landscape and Visual Impact Assessment (LVIA) as part of the architectural assurance for the proposed design. This LVIA shall be included as part of the Form D Architectural design document accompanying the outline design for the proposed footbridge, and shall support the planning application to be submitted to West Oxfordshire District Council by Network Rail.

As its name would suggest, the Landscape and Visual Impact Assessment consists of both a landscape and visual assessment component. The Landscape assessment shall consist of a description of the surrounding landscape, followed by analysis of its distinguishing features and elements (the 'landscape resource') as well as its overall character. This 'landscape resource' incorporates the area's heritage, culture and physical elements such as landform, use, general architectural style, vegetation, settlement and transport patterns. This therefore acts as a high-level assessment of the landscape within which the structure will be sited, allowing for an analysis of how the bridge will fit into its surroundings and affect the overall landscape.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The visual assessment more specifically relates to how people will experience the proposed bridge. It incorporates analysis of specific, likely views of the structure, from the immediate vicinity through to longer distances from prominent viewpoints or other settlements. This is combined with a description and analysis of the general 'visual amenity' of the area as experienced by a range of potential viewers, from residents of adjacent properties through to visitors and passengers travelling on passing trains. This will allow for an assessment of how the structure will directly affect people's experience of the area, through how it changes their views and the general 'visual amenity' of the area within which it is sited.

As discussed in Part 1.0, this scheme pertains to the construction of a fully accessible Fibre-Reinforced Polymer (FRP) 'Legacy Vision' footbridge immediately north of Tackley railway station. It is to be composed of an FRP main span with 1.8m height lattice parapets, supported on trestles and allowing a vertical clearance from railhead to soffit of 6.3m as per NR/GL/RT/2010. These are to be accessed via two FRP staircases, supported by trestles and with 1.5m height lattice parapets – with the exception of a 1.8m height solid parapet along the Down side of the Platform 1 staircase to provide privacy for neighbouring properties. An FRP-clad lift shaft is to be provided for both staircases, this reaching a maximum height of 10m from the railhead.

The structure is to be set into the embankments either side of the cutting north of Tackley station – the ground immediately north of the platforms is relatively flat but begins to increase in height towards the northern end of the approach footpaths and staircases, reaching a maximum height of approximately 3m above rail level at the northern end of the Platform 2 staircase and access path. As such, the structure is to be set into these embankments with retaining walls either side, reducing the height of the bridge relative to the ground when viewed from the north, east and west. The structure will then be further enclosed as vegetation grows around it; currently the embankments play host to a large number of tall trees and dense bushes. Regrowth of this flora is to be encouraged following construction and commissioning of the structure.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure17: *View from the existing temporary footbridge, looking north.*

This structure is to replace an existing temporary footbridge, located in a similar footprint to the new bridge. This structure is constructed from unpainted, galvanised steel and is utilitarian and basic in appearance. The main span consists of small-section rectangular hollow steel beams, bolted together in a Vierendeel truss type formation, with tensioned steel cables attached diagonally at each bay for additional bracing. Bracing along the top and below the truss is provided by circular hollow 'scaffold-type' steel bars mounted diagonally. This truss supports a deck consisting of roughened rubber deck boards with 1.8m height galvanised steel side panels and balustrade-type parapet sections.

This superstructure is supported by a 'scaffold-type' lattice consisting of circular hollow galvanised steel bars, also carrying the pre-assembled staircase sections with balustrade parapets and yellow handrails. The up side of both staircases also carries additional steel panelling to provide privacy for residential properties along the up side of the railway. The supporting lattice is founded upon a group of pre-cast concrete blocks with bricks used to weigh the structure down. The impact of replacing this structure on the landscape and visual amenity of the area is to be considered as part of this LVIA.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 18: *General view of the existing temporary structure, taken from Platform 1.*

1.1.2 Establishing the Study Area

Tackley Station lies on the easternmost extremity of the village of Tackley, with the entire settlement including Nethercott all lying to the west of the railway. Tackley lies within the Cherwell Valley at an altitude of approximately 80m AOD. The River Cherwell runs parallel to the railway overall, passing the site of the bridge approximately 330m away to the northwest at its closest point. The river also runs parallel to the Oxford Canal at this point, both of which lie at a level of approximately 68m AOD at the base of the Cherwell Valley. The valley rises to an altitude of approximately 100m AOD on both sides, before falling away towards the Gallos Brook (to the east) and the River Dorn (to the west). Additionally, the agricultural land to the southeast of the station between it and the River Cherwell rises by approximately 10-20m, before falling away sharply towards the river.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

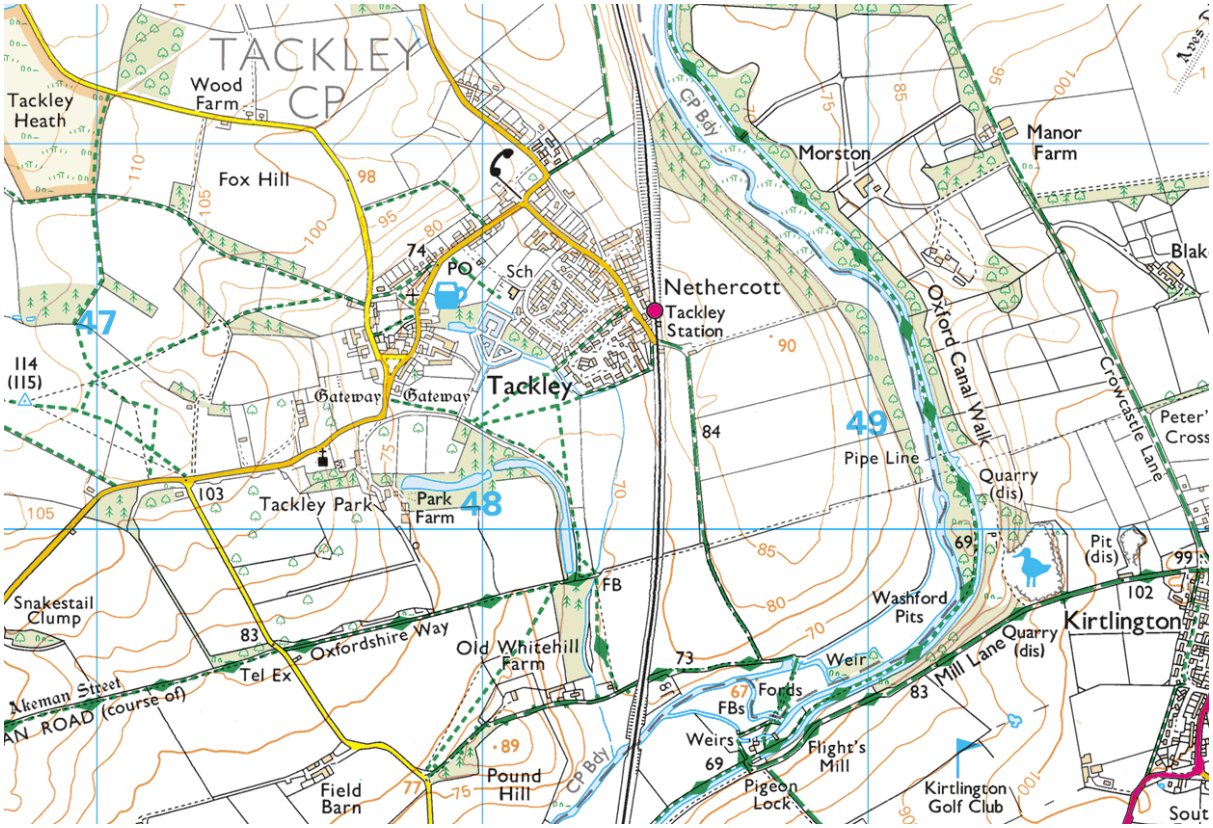


Figure 19: *1:25000 Ordnance Survey 'Explorer' mapping showing location of Tackley station and surrounding landscape (Ordnance Survey, 2023. Licence no. 0100040692).*

The result of this is that Tackley lies within a shallow depression in the landscape, limiting visibility of the village and railway station to relatively short ranges. Visibility is further reduced by the presence of vegetation surrounding the structure and tall hedgerows lining most roads and fields.

Furthermore, the main opposition to this scheme has been posed by those living close to the site of the new bridge, based on the perceived negative visual impact it may have on their local landscape. Given the limited visual range and more localised opposition likely to be encountered during the planning process for this scheme, this LVIA shall focus on a 500m radius around the proposed site, which incorporates the majority of the village of Tackley as well as users of PROW 379/2/10, which approaches the level crossing from the southeast. Prominent viewpoints outside of this 500m range shall also be considered where appropriate.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.1.3 Methodology and Assumptions

This LVIA has drawn upon guidance provided in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (Third Edition), the Landscape institute and Institute of Environmental Management and Assessment.
- Landscape Character Assessment Guidance, Natural England.
- Advice Note 01/11 Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute (2011).

Based on guidance provided within the above documents, this LVIA shall be carried out according to the following basic structure:

- **Existing Landscape:** Analysis of existing (baseline) conditions against which the proposed structure is to be assessed and compared, this being compiled from a desktop study and site photographs taken during multiple site visits throughout 2023.
- **Potential Impacts:** Identification of the possible impacts (the changes that the proposal will impose onto its surroundings) and effects (the results of these impacts) posed by the scheme. This is to be compiled by studying design drawings and models, as well as incorporating known concerns raised by local residents. These impacts may be positive or negative.
- **Potential Mitigations:** Possible mitigation measures that may lessen or negate these potential impacts, or even lead to improvements and enhancements for the surrounding landscape.
- **Residual Effects:** Assessment of any effects that may remain once the proposed mitigation measures have been implemented, taking into consideration **short-term** (within a year of completion), **medium-term** (between 1-15 years of completion) and **long term** (over 15 years post completion) timeframes.
- **Conclusion:** Overall reflection of the impact that the scheme is likely to have, including any recommendations identified during the assessment. This section is illustrated by architect's models of the proposed structure.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

For the purposes of this LVIA, the primary views and therefore corresponding impacts have been categorised as follows:

- **Short range:** Less than 500m of the proposed bridge, incorporating most of eastern Tackley (predominantly the Nethercott area) as well as properties on Nethercote Road and users of PROW 379/2/10.
- **Medium range:** Between 500m and up to 1km of the proposed bridge, incorporating the village of Tackley and the Cherwell Valley basin.
- **Long range:** 1km or more from the proposed bridge, for the purpose of discussing the impact on adjacent settlements or from nearby viewpoints.

Additionally, the sensitivity of the observer to the impact must be considered.

- **High sensitivity:** These are the people who will be most perceptive of any changes to their environment and therefore the most detrimentally affected by the visual impact of the scheme. This primarily includes neighbouring residents, whose day-to-day lives will be impacted by the scheme, as well as visitors and locals for whom the visual amenity of the landscape is a major contributor to their leisure activities, for example users of the Public Right of Way (PROW) 379/2/10, which will cross this bridge and offers views of the Cherwell Valley.
- **Medium sensitivity:** These are the people whose day-to-day lives may possibly be impacted or for whom the changes will be noticeable but not detrimental. This includes outdoor workers, such as farmers on neighbouring fields, or station users.
- **Low sensitivity:** These are people whose lives will be impacted minimally, such as indoor workers or passengers on passing trains.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

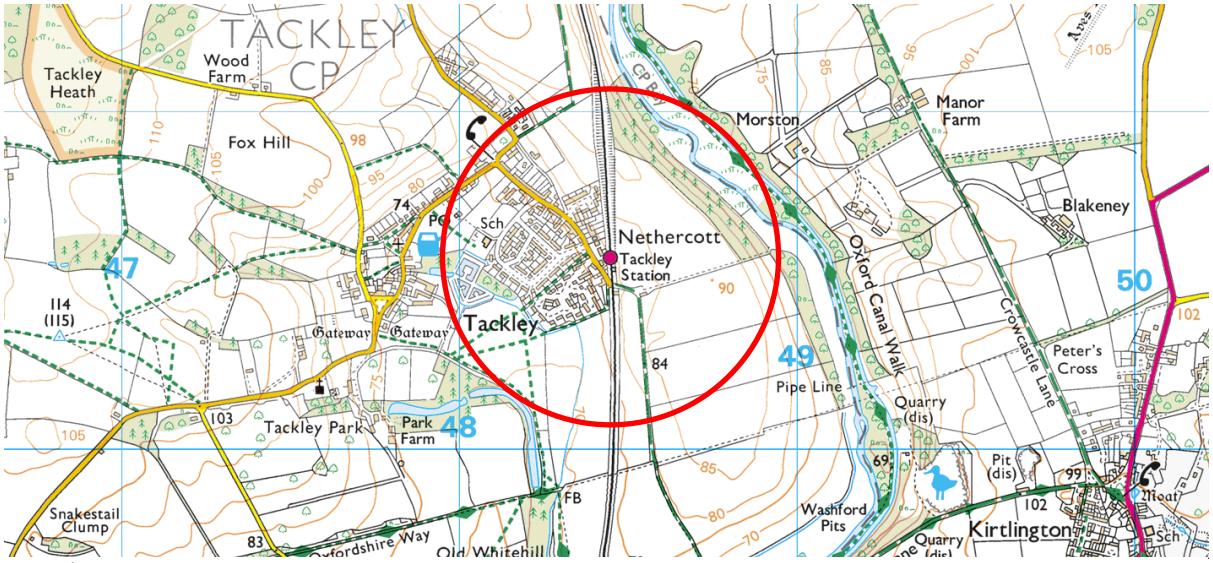


Figure 20: *500m radius from proposed footbridge site, overlain onto OS 'Explorer Mapping'. The proposed footbridge location is shown with the red dot (Ordnance Survey, 2023 Licence no. 0100040692).*

1.1.4 Existing Landscape and Conditions: Short Range

The site is located immediately north of Tackley station, nestled into a cutting wherein the Didcot and Chester (DCL) route passes through a small rise in the terrain. The cutting is lined with dense, tall vegetation including well established large trees on both sides, gaining elevation as the route heads northwards. To the east of the site (on the up side) is primarily agricultural land, consisting of large, relatively flat fields used for crop farming. As is typical of the region, these fields are primarily bordered by short hedgerows or tall rows of trees. Whilst Tackley is located on the side slope of the Cherwell Valley with an overall fall towards the river, the farmland southwest of the station does rise by approximately 10m before falling sharply towards the valley basin.

The public bridleway ref. PROW 379/2/10, crosses the railway immediately south of the station platforms.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 21: *View from the former eastern gate of Tackley Level Crossing, showing the station and bridge site from the level crossing to the south. (S. Khalifeh/Taziker, 2024).*

PROW 379/2/10 progresses in an easterly then southerly direction from Tackley level crossing through this landscape, eventually linking up with the canal towpath via other PROWs at Pigeon Lock. Another unregistered track heads eastwards, diverging from PROW 379/2/10. The footbridge site is somewhat visible from both of these footpaths, however tall hedges prevent viewing along much of their length. The footpath rises to a crown approximately 500m south of the bridge, before falling away towards the river basin.



Figure 22: *View from PROW 379/2/10, looking in a north-westerly direction towards Tackley station (S. Khalifeh/Taziker, 2024).*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 23: *View from PROW 379/2/10 at brow of hill, looking towards Tackley station (S. Khalifeh/Taziker, 2024)*

The surrounding ground overall declines in elevation towards the River Cherwell and Oxford Canal, which pass approximately 330m away from the site and approximately 10m lower in elevation at their closest point, northeast of the site. The base of the valley is heavily wooded, with tall trees surrounding the river and canal along both sides, largely blocking the view upwards towards Tackley.

To the immediate west of the railway are primarily residential properties on the easternmost extremities of the village of Tackley. These properties are primarily new-build or otherwise relatively modern, their gardens bordering the Network Rail boundary along the down side of the railway. On the far side of Nethercote road is a row of more historic stone buildings and cottages, more typical of a Cotswold village. Beyond these lies a housing estate consisting of primarily 1970s era properties, constructed from brick and largely pebble-dashed, rendered or cladded.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 24: *Example of a 1970s-era bungalow, typical of the Nethercote road estate (Pinterest, 2023).*

As previously discussed, the most likely views to be negatively impacted by the proposed footbridge are those from neighbouring gardens. As such, a site visit was conducted on July 21st 2023 to collect photographs from these properties, in order to determine the visual impact of the proposed works. These photographs show the existing temporary footbridge, which will be roughly in the same footprint as the new structure.



Figure 25: *View from the back garden of 59 Nethercote Road. The toe of the new staircases would be behind the fence roughly in line with the top of the temporary stairs when viewed from this angle.*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Currently, the view from these gardens is dominated by the temporary structure, which presents a significant negative impact on its surroundings. The bridge's inherently industrial nature and 'construction site' aesthetic does little to blend it in with both the natural environment surrounding it, the architectural style of Tackley and the overall Cotswolds region. The unpainted dark grey galvanised finish contrasts starkly with surrounding vegetation, making it stand out to the viewer. Whilst full height solid boarding does protect privacy for residents, it also makes the structure appear visually heavy. Excavation of the embankment to facilitate construction of the bridge has also reduced the vegetation cover that might otherwise reduce its impact, this having not had the chance to grow back at the time of writing this report.



Figure 26: *View from the back garden of 63 Nethercote Road. This shows the approximate location of the lift shafts.*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

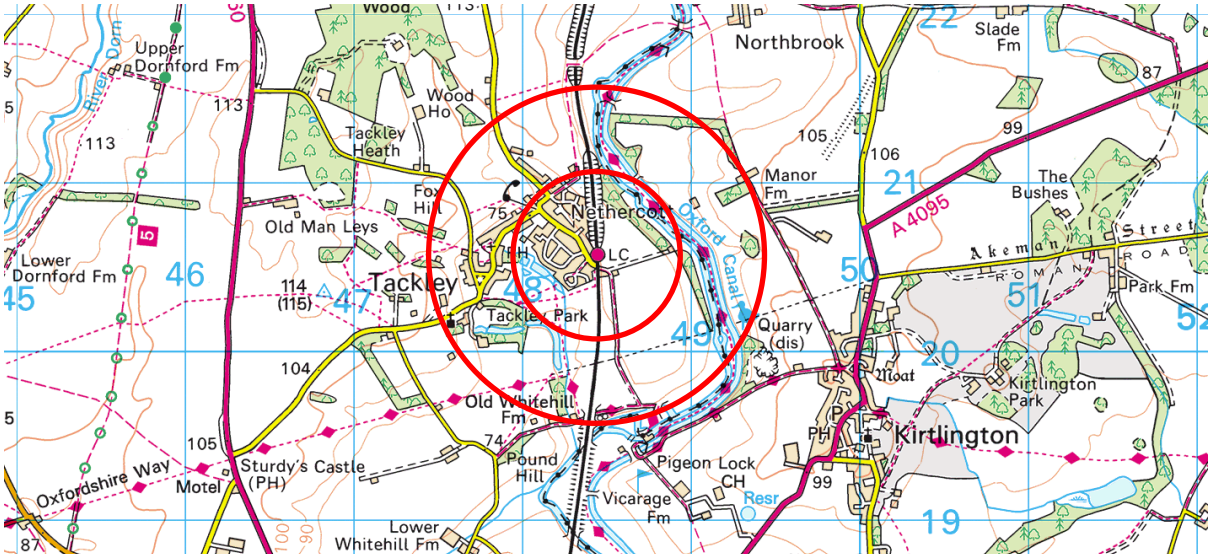


Figure 27: *500m-1km radius from the proposed footbridge site, overlain onto OS 'Landranger' mapping (Ordnance Survey, 2023. Licence no. 0100040692).*

1.1.5 Existing Landscape and Conditions – Medium Range

The historic centre of Tackley lies beyond the Nethercote Road estate, centred around The Green, approximately 700m west of the bridge site. This area of Tackley is more representative of a Cotswold village, with historic stone cottages with slated or thatched rooves and drystone walled gardens surrounding a triangular green.



Figure 28: *Thatched cottage on Nethercote Road, Tackley (M. Fascione on Geograph, 2015).*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

This area (and the roads leading off of it) forms the communal and cultural heart of the village, with the village hall, church, community shop, public house, playing fields and school all centred around it. This area is also the main entry point by road for the village, with road users approaching from all directions primarily using the A4260 'Banbury Road' before using Fox Hill (from the north) and Church Hill (from the south).

Beyond the green lies St Nicholas' Church, which is situated atop a hill approximately 950m west-southwest of the station site. As the church it situated atop a hill overlooking The Green and the centre of Tackley, it acts as a significant landmark for the village. Due to the number of tall trees and the distance between them, Tackley station and the proposed footbridge cannot be seen from the grounds of St Nicholas' Church.

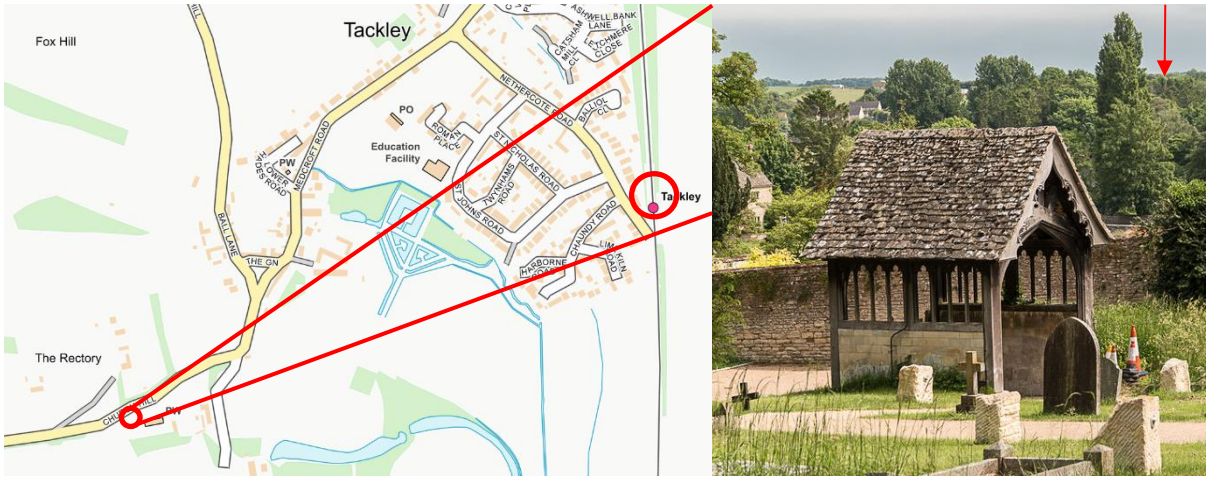


Figure 29: *Left: Field of view, overlain onto OS mapping (Ordnance Survey, 2023. Mapping used under OS Opendata licence) Right: The Lych Gate at St. Nicholas' Church (C. Matthews on Geograph, 2016).*

The remains of Akeman Street, a Roman Road which linked Verulamium (St Albans) to Cirencester passes Tackley to the south, running in a west-southwesterly direction. This passes approximately 660m to the south of the proposed station site and is bisected by both the railway and PROW 379/2/10. This section of Akeman Street is unpaved and used as footpath as well as a dividing line between fields. As it is relatively undisturbed (especially compared to the section east of Kirtlington, which is paved and used as a public highway), the likelihood of archaeological interest is considerable. Given the distance and overall topography, the proposed development poses little threat to the heritage of and view from Akeman Street.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

To the northwest of Tackley lies Fox Hill and further above, Tackley Wood. Here, the ground rises to a maximum level of 121m, approximately 40m higher than the village itself. As such, it is from here that the clearest, widest views can be obtained, and visitors arriving from the north and west are likely to approach from this direction down Fox Hill and Rousham Road – this likely being their first view of Tackley. Tree cover is less significant when viewed from this direction, with a view of almost the entire village available from Fox Hill, as shown below:



Figure 30: *View from Fox Hill, northwest of Tackley – photograph compared to satellite view showing the field of view and approximate location of the new bridge. (Photograph: Tom Featherstone on AllTrails.com, 2022, Mapping: Ordnance Survey, 2023. Licence no. 0100040692).*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The river and canal progress in a southeasterly direction, before turning west towards Pigeon Lock. Whilst most of the valley basin is heavily wooded with large, well established trees limiting views, there are some gaps through which walkers can look up towards the top of the valley. Well established wooded areas further up the valley sides as well as terrain prevent viewing of Tackley itself however, as shown in Figure 29, below.



Figure 31: *Above: View towards Tackley from the canal towpath (Uy Hoang/Google maps, 2019). Below: OS mapping showing field of view (Ordnance Survey, 2023. Mapping used under OS Opendata licence).*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.1.6 Existing Landscape and Conditions – Long Range

Further afield, the overall landscape is typical of the Cotswolds and West Oxfordshire, consisting of rolling hills surrounding narrow river valleys with quaint villages nestled within them. The area is sparsely settled with the nearest settlement being Kirtlington, the centre of which is approximately 1.8km to the southeast. There are numerous walking routes and nature reserves that offer views of the Cherwell Valley including Kirtlington Quarry, located approximately 1.2km to the southeast. The view from here is shown below:

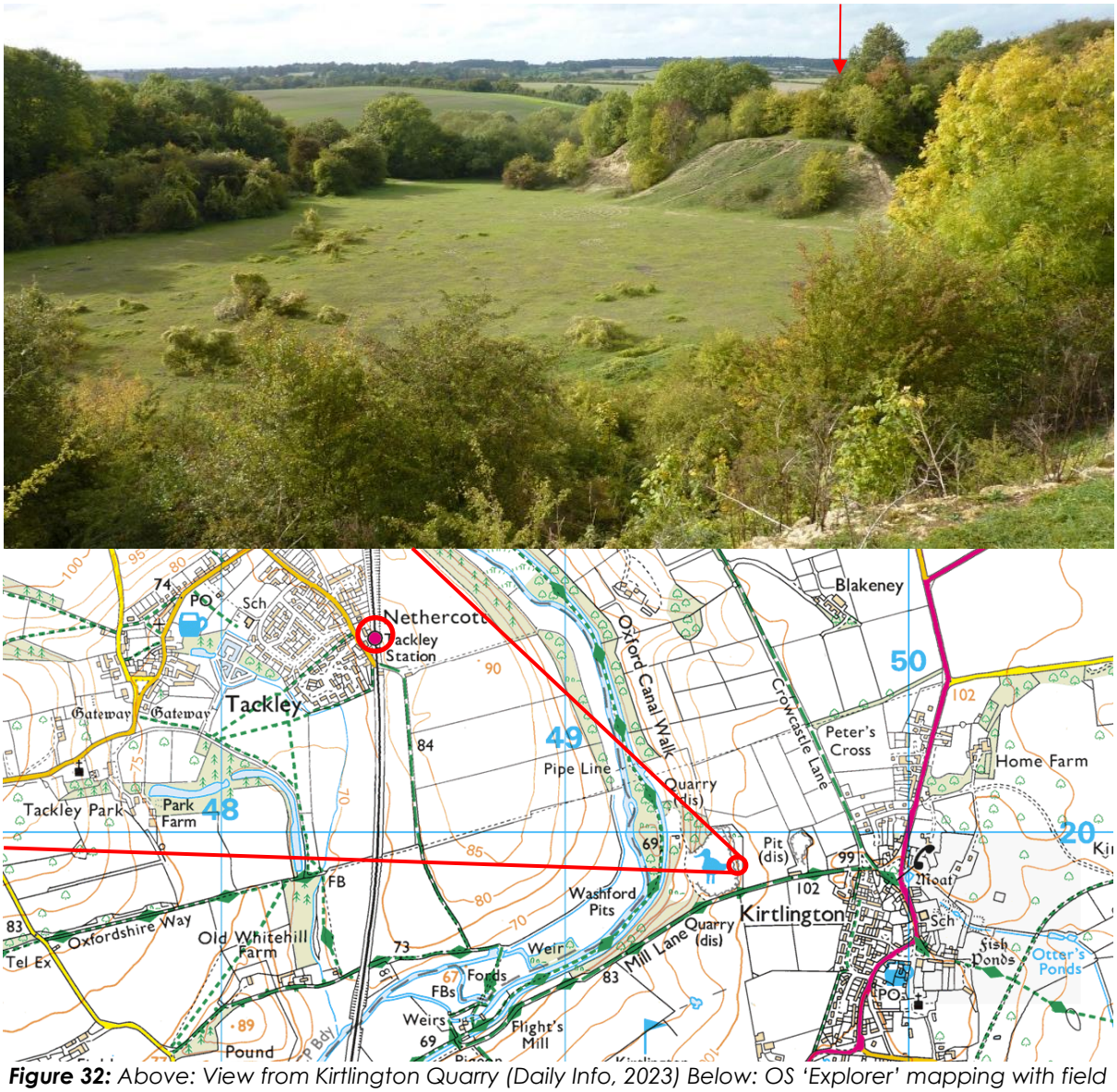


Figure 32: *Above: View from Kirtlington Quarry (Daily Info, 2023) Below: OS 'Explorer' mapping with field of view shown (Ordnance Survey, 2023. Licence no. 0100040692).*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Given the significant tree cover surrounding Tackley and its location on the side slope of a winding valley, there are few places from where it can be seen at long distances. The closest settlement, Kirtlington, is located above the valley to the southwest of Tackley, and between the two ground level increases before falling away towards the valley floor (Please see section 1.1.4). This effectively blocks any potential view of Tackley from Kirtlington, as shown in Figure 31, below:



Figure 33: *Above: View from the northern end of Kirtlington and below: OS 'Explorer' mapping showing viewer's position and field of view (Licence no. 0100040692).*

Given the relatively small scale of the proposed structure (the highest points, the lift shafts, are to be 10m tall as measured from rail level), the likelihood of it being clearly visible from these distances is negligible even if topography and vegetation cover allowed for it.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.1.7 Potential Impacts

High Sensitivity Receptors

The most significant impacts posed by the structure are likely to occur at short ranges, primarily related to their effect on views from neighbouring properties and the light entering their gardens. These residents are the highest sensitivity receptors, as their day-to-day lives and visual experience of their own properties and gardens will be affected by the scheme. As such, these impacts pose the greatest risk to acceptance of any planning application for the scheme, and their mitigation is therefore the highest priority. Residents have raised concerns regarding the following issues:

2 **H1. Privacy** – Bridge users may be able to see into their gardens and properties from the staircases and main span. This is the reasoning for the full-height boards along the sides of the temporary footbridge.

3 **H2. Obstruction of view** – Currently residents can see through a break in the trees to the farmland on the other side of the railway, and there is concern that the new bridge will entirely block out this view.

4 **H3. Obstruction of sunlight** – A tall structure may cast a shadow onto residents' gardens, particularly around winter when the sun is at its lowest.

5 **H4. Light Pollution** – There is also concern that bridge lighting may result in stray light entering properties and affecting residents' sleep patterns. It may also affect any bats living in trees along the railway, although at present no ecological surveys have highlighted the presence of bats.

6 **H5. Architectural style** – Residents are concerned that the bridge may not match the architectural style of Tackley and the surrounding Cotswolds area. This is certainly true of the temporary bridge, with one resident describing it as a "*monstrosity*". A previous, conventional footbridge proposal was rejected for planning permission on the grounds that it would not be in harmony with the surrounding area.

7 **H6. De-vegetation** – There is also the potential for the scheme to reduce the amount of vegetation surrounding the railway, which would not only diminish the natural environment but would also lead to increased noise for residents, as trees act as an effective, natural sound barrier.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Additionally, the structure will be visible from PROW 379/2/10 by footpath users walking north towards Tackley. This will affect the view of the station from an approximately 500m length of the footpath, from where it crowns the hill southeast of Tackley Station to where it reaches Platform 2. These users will then need to cross the bridge itself, before returning down Platform 1 to enter the village of Tackley via Nethercote Road.

A structure which is ugly, alien or otherwise visually distinctive will therefore stand out to a footpath user. This is another reason for a previous proposal being rejected for planning permission, as it *"represented an alien, incongruous, and overtly urban feature in this rural location"*. This being most noticeable at short or medium range. Similarly, a structure which feels dark, dirty or unsafe will negatively impact the experience of users crossing the bridge. In summary, this raises the following additional potential impacts:

8 **H7. Effect on station aesthetic –** Tackley station currently has a very rural, quiet appearance despite having no distinctive architectural style. A permanent footbridge will change this aesthetic.

9 **H8. Effect on natural landscape –** A footbridge north of the station would be in a primarily heavily wooded cutting. As such, a bridge in this location could lead to visible loss of trees and vegetation, being replaced with a distinct structure. This would be most noticeable when approaching from PROW 379/2/10.

10 **H9. Security –** A high-walled structure with limited views to the other side or around corners will feel less safe, as it presents the opportunity for a person to hide or surprise a user. This is particularly true of unlit bridges or those in rural locations or unstaffed stations, such as Tackley. This effect is further increased if vandalism is allowed to persist, as this increases the perception of crime in the area. A footbridge which feels insecure negatively impacts user experience.

11 **H10. Lighting and ambience –** A structure with high, solid parapets and a relatively narrow deck will feel dark and enclosed, impacting user experience. At night, an unlit/poorly lit structure would also affect user experience by feeling less safe or more difficult to navigate.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Medium Sensitivity Receptors

This structure is likely to have minimal impact on medium sensitivity receptors, posing similar but less substantial effect than it does to those more sensitive to the changes. As with footpath users, outdoor workers in the adjacent fields to the east will notice the new bridge, however as their experience is less intrinsically linked to the aesthetic amenity and quality of the landscape the effect it will have on them will be lower. It may lead to increased footfall on the footpaths through the fields however.

Similarly, the visual impact for station users is also likely to be similar to that experienced by footpath users crossing the bridge. Ensuring that the bridge feels secure and light is a high priority to ensure that station users have a positive experience of the structure, as a negative experience could potentially discourage use of rail as a means of travel to and from Tackley.

Station users are unlikely to be negatively impacted by the presence or aesthetic of the structure itself, providing it is functional (the effect of introducing the bridge is more likely to be overall positive for rail users). The architectural style and appearance, whilst noticeable, would not be the primary concern for station users. In summary, the impacts for Medium Sensitivity Receptors are as follows:

12 M5. Architectural style
13 M7. Effect on station aesthetic
14 M8. Effect on natural landscape
15 M9. Security
16 M10. Lighting and ambience

Low Sensitivity Receptors

The effect of the structure on Low Sensitivity Receptors is likely to be negligible. Indoor workers in Tackley are highly unlikely to see the structure during their day-to-day lives unless their commute takes them past the station or they are working remotely. The neighbouring properties are all residential with no commercial or industrial units near the station, and as such the bridge will not be visible to any of these types of properties. Similarly, for most rail users on this section of route, the structure will only be visible in a split-second glimpse as

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

they pass at a line speed of up to 110mph, with even those on stopping trains unlikely to notice the bridge in any amount of detail.

1.1.8 Potential Mitigations

This section will summarise the potential impacts posed by the scheme, and discuss the mitigation measures that have been incorporated into the design in order to reduce or eliminate them as much as is practicable. Each impact is to be given a colour coded 'Impact Score', which is to be a product of the ease of which an impact can be detected versus the extent of which that impact affects the landscape and visual amenity of the area. This scoring system is outlined in Table 1, below:

Table 1: *Impact Score Matrix*

		Detectability of impact				
		1	2	3	4	5
Severity of impact	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

Noticeability of impact score: (please see Section 1.1.6 for clarification regarding viewing distances)	
1	**Difficult to detect** unless specifically looking for impact at **Short Range**
2	**Somewhat noticeable** at **Short Range** **Difficult to detect** at **Medium Range**
3	**Clearly noticeable** at **Short Range** **Somewhat noticeable** at **Medium Range** **Difficult to detect** at **Long Range**
4	**Clearly noticeable** at **Medium Range** **Somewhat noticeable** at **Long Range**
5	**Clearly noticeable** even at **Long Range**

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Severity of impact score:	
1	**Short-term Minor** or **Medium-term** negligible/beneficial impact on the landscape, natural environment or visual amenity
2	**Short-term Moderate** impact, **Medium-term Minor** or **long-term** negligible/beneficial impact on the landscape, natural environment and visual amenity
3	**Short-term Major** impact, **Medium-term Moderate** impact or **Long-term Minor** impact on the landscape, natural environment or visual amenity
4	**Medium-term Major** impact or **Long-term Moderate** impact on the landscape, natural environment or visual amenity
5	**Long-term Major** impact on the landscape, natural environment or visual amenity

Wherein:

17 **Short-term** refers to within a year of the bridge opening.

18 **Medium-term** refers to within between 1 year and 15 years of the bridge opening.

19 **Long-term** refers to 15 years and above after the bridge is completed and commissioned.

Table 2 (overleaf) summarises the impacts highlighted in Section 1.1.7 and sets out the mitigation measures implemented into the design in order to reduce them as much as is practicable or even eliminate them where possible. It also shows the Impact Score for each impact, as set out in Table 1, to allow for a comparison of un-mitigated and mitigated impacts to be made later in the assessment.

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Table 2: *Scores and Mitigation Measures implemented for each Section 1.1.7 impact*

Impact No.	Detectability	Severity	Score	Mitigation
H1 Privacy	3	5	**15**	1.8m high parapets are to be provided on the main span as well as the western side of the P1 staircase, to limit viewing of residents' gardens.
H2 View blocking	3	4	**12**	The footprint of the structure is to be reduced as much as is practicable by shortening span and staircases as much as allowable. The structure is to be set into southern end of the cutting side slopes, which will further reduce the amount of the structure above ground level & therefore its footprint.
H3 Shadows	2	4	**8**	The lift shaft and span height has been reduced as much as is practicable whilst maintaining 6.3m clearance to railhead for future OLE, and the proposed lift system requires shorter shafts than any other commercially available system. As the structure is to be set into the cutting slopes with retaining walls, its height relative to surrounding ground is reduced.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

H4 Light Pollution	3	4	**12**	Integral lighting units are to be fitted to parapets in place of high columns to provide lighting for users, reducing likelihood of stray light pollution. The solid parapet along western side of the P1 staircase will prevent light from these units from being directed towards residential properties and the parapets and vegetation will reduce light pollution over medium to long distances. The walkway lighting system is to be mounted within the reduced level excavation, reducing the light spread.
H5/M5 Arch-itectural Style	4	3	**12**	The 'Legacy Vision' Footbridge system was chosen to complement Tackley's heritage aesthetic as much as is practicable, by recalling the style of a typical Victorian wrought-iron lattice footbridge. These types of structures are synonymous with heritage railways or historic stations.
H6 Vege-tation	2	2	**4**	Re-vegetation is to take place around the footbridge foundations and reduced level excavation following completion, in order to replace lost foliage following construction, de-vegetation to be minimised as much as is practicable during construction. Tall trees in particular are to remain undisturbed unless their removal is absolutely unavoidable.
H7/M7 Station aesthetic	2	4	**8**	The 'Legacy Vision' Footbridge system was designed to recall the aesthetic of a rural, Victorian wrought iron footbridge. As these structures were used throughout the former Great Western Railway network at rural stations, there is provenance for using a structure of this style here, even if one had never been situated here previously (See Banbury station for example).

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

H8/M8 Natural land-scape	3	4	**12**	The main structural elements are to be painted in Holly Green (RAL 14C39), which will help the structure blend into its natural environment by matching the colour of surrounding vegetation. Similarly, the parapet lattice infills are to be painted White (RAL 9010), in order to help blend the superstructure with the sky above when viewed from below (such as from the station platforms or neighbouring gardens).
H9/M9 Security	2	3	**6**	All parapet lattice panels (barring the western side of the P1 staircase) are to have open lattices to allow users limited visibility around corners and to other parts of the bridge. Transparent Perspex infills are to be provided to allow viewing through the main span parapets. Full CCTV coverage is to be provided to reduce crime and improve feeling of security, vandalism remediation (such as graffiti removal) should be carried out immediately after the discovery of such activity in order to limit negative perception of crime by bridge users.
H10/M10 Light and space	3	2	**6**	The white lattice parapets with transparent Perspex infills will allow light onto the deck and contribute to a light, airy and open feel across the bridge.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.1.9 Residual Impacts

Table 3, below, outlines the residual impacts left over following the application of the mitigation measures outlined in Section 1.1.8. This is for the purposes of comparison and demonstration that the visual impact of the scheme has been reduced as much as is practicable. The persons affected by the residual impacts are also outlined.

Table 3: *Residual impacts and impact scores following mitigation measures.*

Impact No.	Detectability	Severity	Score	Score difference	Residual impact	Persons affected
H1 Privacy	3	3	**9**	**-6**	The provision of taller, solid parapets will make it more difficult for bridge users to see into neighbouring gardens and properties, however at specific angles this may be possible. This can be further reduced with the encouragement of vegetation growth beside the structure.	Residents

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

H2 View blocking	3	3	**9**	**-3**	This proposal will lead to an unavoidable obstruction of the view from the gardens of some neighbouring properties. By reducing the height and footprint of the structure as much as practicable, the extent of this obstruction has been reduced.	Residents
H3 Shadows	2	3	**6**	**-2**	The structure will still inherently introduce shadows in residents' gardens in the morning (particularly in winter) but by reducing the height of the structure relative to surrounding ground this effect can be minimised as much as is practicable. Minimising de-vegetation as much as is practicable will also mean that the new bridge will represent minimal additional impact compared to existing conditions.	Residents

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

H4 Light Pollution	2	3	**6**	**-6**	There is still the possibility of light pollution affecting residents, however by placing the lights behind the parapets and providing higher, solid infills along the NR boundary, light should be more effectively confined to the bridge. It will also be far less visible at longer distances.	Residents, footpath users, viewers.
H5/M5 Arch-itectural Style	3	2	**6**	**-6**	Aesthetic style is subjective, so it is still guaranteed that some will not like the new bridge. By employing an architectural style that is sensitive to its surroundings, has historical provenance and generally possesses an aesthetic appeal, the severity of the impact has been reduced by appealing to more people's tastes.	Residents, footpath users, station users, viewers.
H6 Vege-tation	2	2	**4**	**0**	There will be an unavoidable reduction in trees/vegetation over short-medium term. This is to be minimised as much as is practicable.	Residents, footpath users, station users, viewers.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

H7/M7 Station aesthetic	2	2	**4**	**-4**	There will still be a noticeable change to the station's aesthetic, however introducing a structure with a positive aesthetic style minimises the negative impact and will be considered beneficial by some.	Residents, footpath users, station users, viewers.
H8/M8 Natural land-scape	3	2	**6**	**-6**	The structure will still be clearly visible, however its impact and the distance from which it can be noticed has been reduced.	Residents, footpath users, station users, viewers.
H9/M9 Security	1	2	**2**	**-4**	Failure of CCTV system	Footpath users, station users, viewers.
H10/M10 Light and space	1	2	**2**	**-4**	Failure of/damage to bridge lighting, accumulation of dirt on parapets reduces transparency and lightness of paint	Footpath users, station users, viewers.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.1.10 Conclusion

In conclusion, whilst the introduction of a new, permanent structure at the north end of Tackley station will inherently present a visual impact on the local landscape, through design and aesthetic consideration this impact can be effectively reduced.

In order to further demonstrate this, a three-dimensional architectural model was created. These models incorporated the BIM design models, with topographic survey data collected on site between Saturday 8th and Friday 14th July 2023 and Ordnance Survey data used to model the surrounding landscape and position neighbouring properties. Photographs taken on site over the course of several visits were used to inform the model, including a set of photographs taken from neighbouring gardens during a visit on 19th July 2023. This model was also used to perform a Daylight Impact Assessment, please see Section 1.2 for further details.

Figure 32, below, has shown the effect of colour on the bridge's impact on the natural landscape. Use of Holly Green for structural elements (typically located lower on the structure) blends in with vegetation, whilst the lattice infill panels blend in effectively with the sky above.



Figure 34: *View of the structure from Platform 2, showing the bridge in its surroundings*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 35: *Visualisation of the structure, looking towards the southwest. Lighting is to be provided along both passenger walkways to ensure that they are illuminated and safe to use 24/7.*

Whilst situating the structure within the cutting slopes was essential to fitting it in the available space, Figure 33 shows how doing this has reduced both the height and exposed footprint of the structure, compared to one on flat ground or atop raised embankments. On the up side, the surrounding ground is 3m higher than the toe of the staircase, and 2m higher on the Down side. This has allowed for a 6.3m clearance to be maintained for future OLE installation whilst reducing the level of obstruction the bridge will pose on neighbouring properties. This, combined with the low-height lift shafts also reduces the size of the shadow cast by the bridge onto neighbouring gardens, especially compared to the shadows cast by the tall vegetation lining the cutting. This also results in the additional benefit that the walkways leading up to the staircases are sheltered from the elements.

This also shows the effect of the raised, solid parapet along the western side of the Platform 1 staircase, which will obstruct the view from the stairs into neighbouring gardens without needlessly increasing the silhouette of the bridge. This would also needlessly increase the size of the shadow cast by the bridge.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 36: *Visualisation of the structure, looking from the perspective of a No. 61 Nethercote Road. The structure's location within a cutting surrounded by trees effectively reduces its aesthetic impact.*

Once the trackside vegetation has had the opportunity to regrow, the combination of this with advantageous topography will result in a reduced visual impact for neighbouring properties, especially compared to the existing temporary bridge. This is shown to good effect in Figure 34, above.



Figure 37: *Visualisation of the structure as viewed from the PROW, to the southeast. Vegetation and advantageous topography ensures the structure's visual impact remains relatively minor.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 38: *View of the structure, looking northwest and taken from the Platform 2 extension.*

Figure 38 (above) how effective the lattice panels are at making the structure appear more open and lightweight. However, to maintain the privacy of neighbouring properties, a 1.8m high solid infill is provided for the Platform 1 staircase. This is shown in Figure 39, below:



Figure 39: *View across the structure, looking west.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Figure 39 also shows how effective the transparent lattice infills are at reducing any potential enclosed feeling for those crossing, whilst allowing visibility through the lattices. This will enhance the feeling of safety, security and spaciousness for all users of the bridge.

Use of integral light modules (as shown in Figure 7, Page 10), embedded within the parapet and handrail, will also reduce the amount of light directed away from the structure and thus the light pollution inflicted on neighbouring properties and at longer ranges. Lighting for the approach walkways will also be hidden within the cutting by fences, vegetation and advantageous topography, further reducing light pollution.

Whilst architectural style and aesthetic impact are ultimately subjective and open to the interpretation of the viewer, the use of a familiar, more ornate design language will appeal to a wider range of aesthetic preferences than perhaps a more utilitarian bridge would. This acts to limit the visual impact of the bridge, especially when compared to the current temporary bridge.

This heritage aesthetic should also more effectively match that of the village of Tackley and wider Cotswolds area, by recalling the typical Victorian wrought iron footbridge that was so ubiquitous in rural locations such as this. When compared to a modern, utilitarian or (in the case of the temporary bridge) basic structure, this should better match its surroundings and the historical use of such structures across the Wales and Western region gives it provenance that a modern bridge would not possess.

In summary, the design has minimised the visual impact of the proposed structure as much as is practicable. The Legacy Vision design offers a modern structure with Victorian visual cues, with the lattice infill panels providing a heritage and visually light appearance, whilst improving visibility for users and allowing the structure to blend in with the sky above.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Similarly, structural elements such as columns, stringers and the deck itself being painted in green allows the lower parts of the bridge to blend in with its surrounding landscape. This effect is enhanced by the structure's location within a cutting, surrounded by tall trees and dense shrubs and built into the ground to reduce its height relative to surrounding properties and gardens.

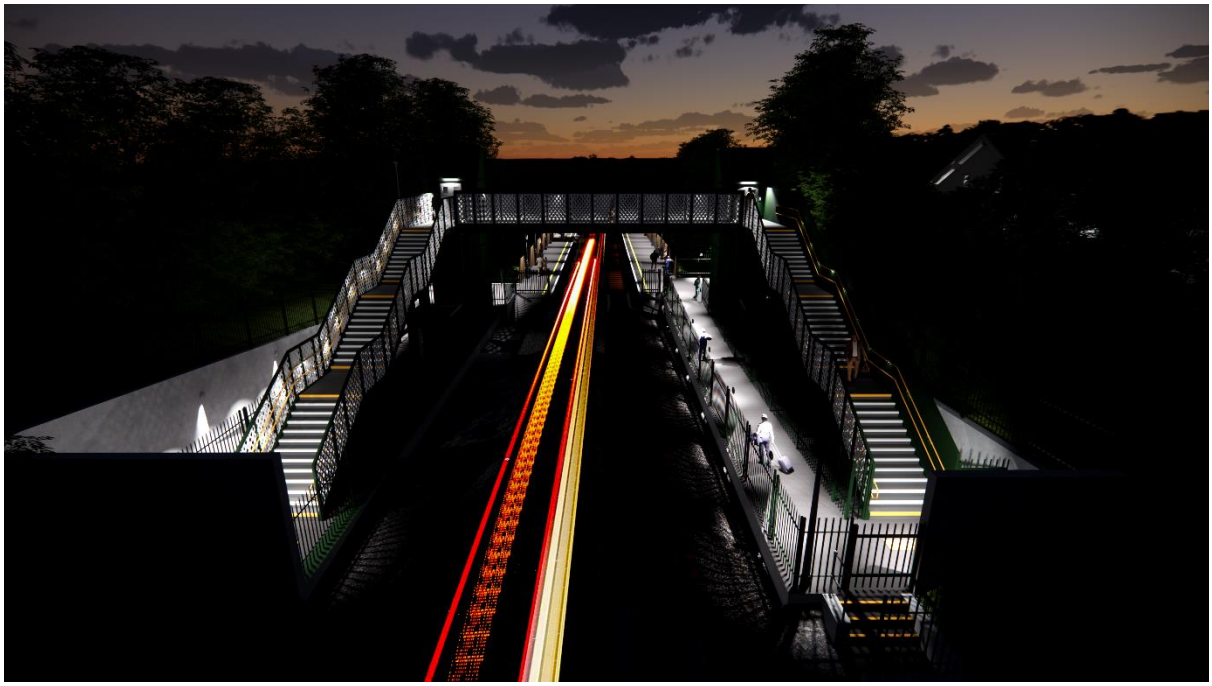


Figure 40: *North elevation looking due south. Night view showing effect of lighting on the surrounding area. For an in-depth assessment of lighting impact please refer to Section 1.3.*

LB6

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

DAYLIGHT IMPACT ASSESSMENT

Another consideration is the impact on daylight entering neighbouring gardens caused by the structure. Local residents expressed concern that a footbridge with tall lift shafts would cast a shadow onto their gardens when the sun is low in the sky. As the structure is located to the east of the neighbouring gardens and the railway is oriented in a north-south direction, this is most likely to cause issue in the morning, particularly during winter, when the sun sits low in the sky to the east.

In order to determine the impact on sunlight posed by the structure, a utility within the visualisation software was used to simulate the effect of low sunlight from various angles around the bridge. This allows us to see which areas the bridge casts a shadow onto. Figures 39-42 provide an overhead visualisation of the site, both without and with the proposed footbridge in-situ, in order to provide a comparison of shadows cast onto neighbouring gardens.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 41: *Architectural visualisation of shadows cast at sunrise.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

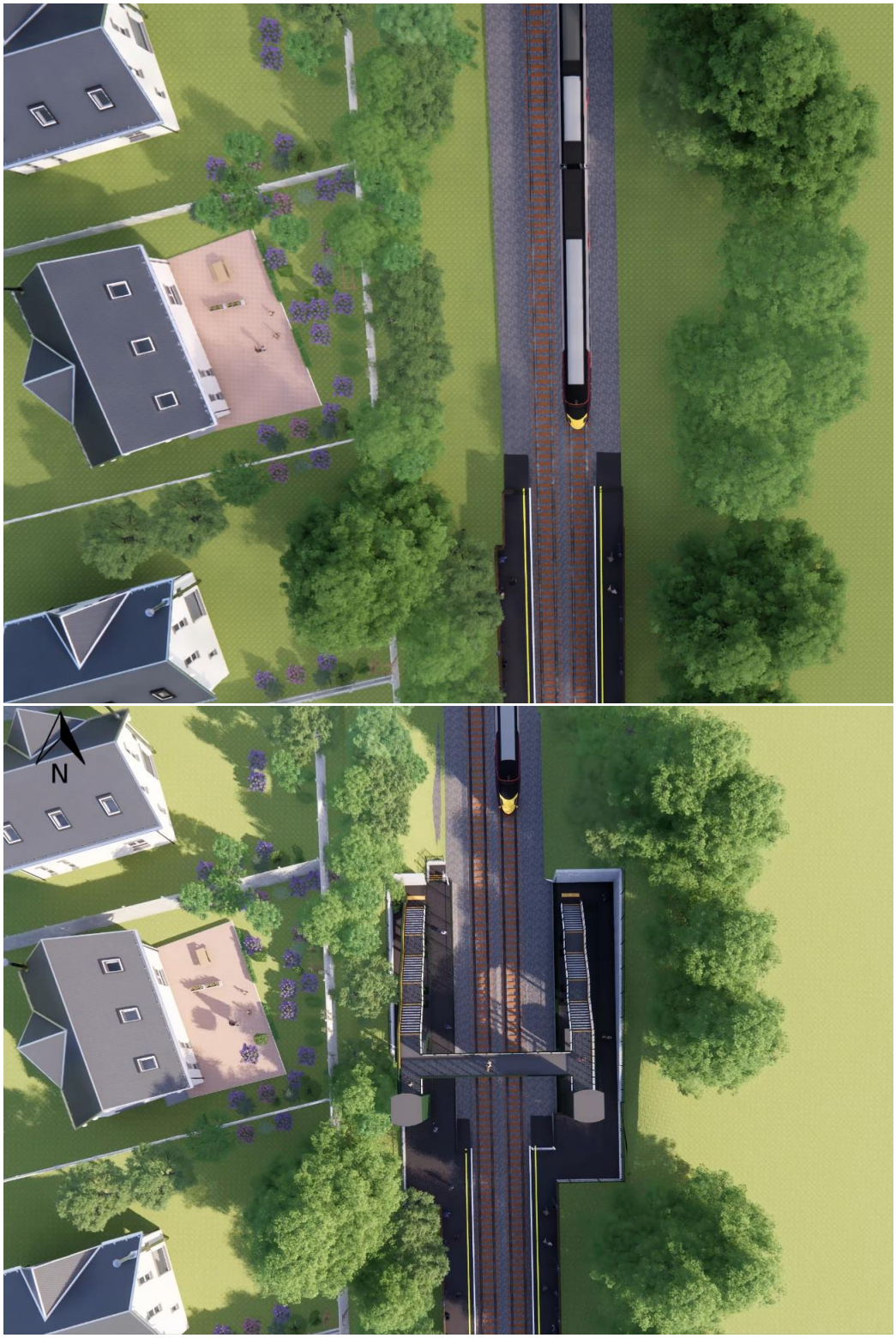


Figure 42: *Architectural visualisation of shadows cast at mid-morning.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 43: *Architectural visualisation of shadows cast at mid-day.*

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 44: *Architectural visualisation of shadows cast at mid-afternoon.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 45: *Architectural visualisation of shadows cast at sunset.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

As shown in Figures 41-45, the effect of the structure on daylight on neighbouring gardens is minimal, with the tall, dense vegetation surrounding the railway having a much greater impact. The bridge will only risk casting a shadow on neighbouring properties during early morning hours; typically, shadows on private gardens are more of an issue at midday or during the afternoon, when residents are more likely to be in their gardens.



Figure 46: *Architect's visualisation taken from eye level within a neighbouring garden, showing the minimal impact of the structure when compared to surrounding vegetation.*

LB7

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

LIGHTING IMPACT ASSESSMENT

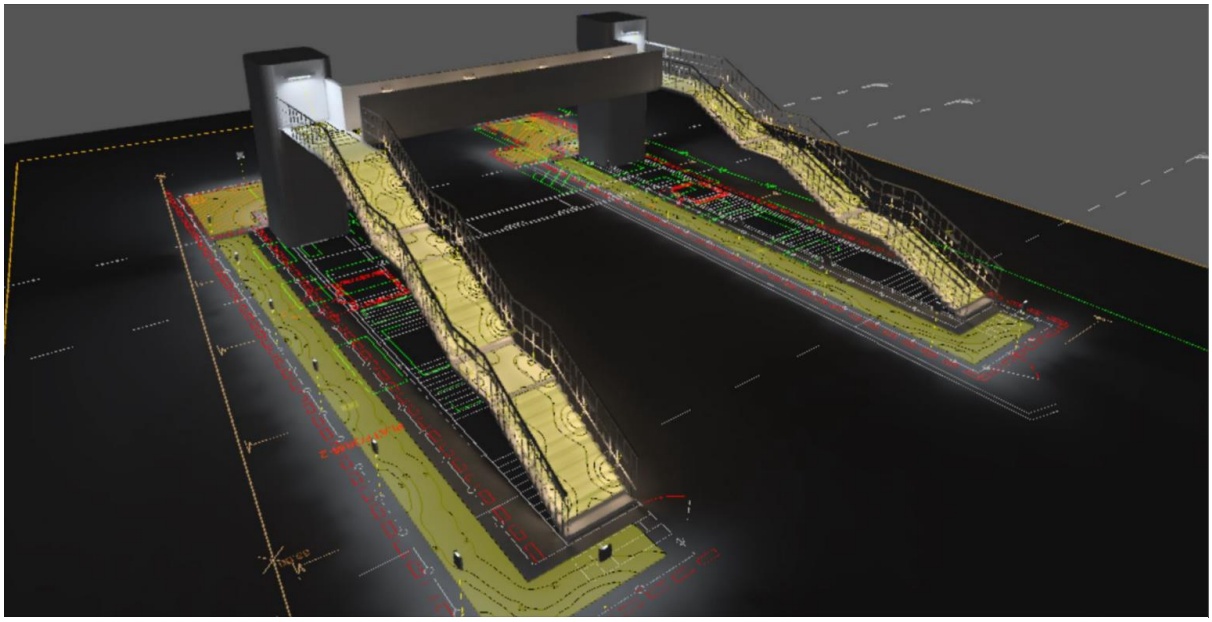


Figure 47: *Extract from the DIALux lighting calculations model showing light dispersion. Note: solid parapets along the adjacent side staircase will reduce light radiation into neighbouring properties even further.*

The lighting arrangement for Tackley has been specifically designed to reduce light pollution and glare as much as is reasonably practicable whilst adhering to current accessibility legislation and technical standards. The design excludes tall lighting columns, which would extend above surrounding features and risk shining into neighbouring properties' windows, instead opting to use wall or handrail mounted units designed to illuminate the staircases, walkways and main span without radiating further into the surrounding environment. Existing station platform lighting is not to be altered as part of this scheme.

Relatively warm lighting, in the 3000K-4000K range has been used throughout. Warm coloured light occupies the lower energy, red end of the light spectrum and has a less significant effect on the human eye's perception of day and night cycles than colder, more blue higher energy light. With the exception of the lighting units illuminating the lift doors, the structure's lights are to be dimmed to reduce glare and light pollution even further.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

TYPE	DESCRIPTION	MOUNTING DETAILS	DIMMING	IMAGES
AE	FOOTFALL LIGHTING LED HANDRAIL - F48 MODULAR LIGHT - ASYMMETRIC WITH CLEAR LENS, 6W EM SELF-TEST 3HR MAINTAINED	MOUNTED WITH IN HANDRAIL	DIMMED TO 60%	
BE	FOOTFALL LIGHTING ANTI-CLIMB FOR BRIDGE DECK F300 MODULAR LIGHT - ASYMMETRIC WITH CLEAR LENS, 8W EM SELF-TEST 3HR MAINTAINED	MOUNTED ON PARAPET. HEIGHT 1500mm FROM DECK TOP LEVEL	DIMMED TO 55%	
CE	ASD LIGHTING INVINCIBLE SEALED 1200mm BLACK PRISMATIC 4000K IP66 LED6000, 48.9W EM SELF-TEST 3HR MAINTAINED	MOUNTED ABOVE LIFT DOOR. HEIGHT 2200mmm	NO DIMMING	
C1E	ASD LIGHTING INVINCIBLE SEALED 1200mm BLACK PRISMATIC 4000K IP66 LED4500, 34W, EM SELF-TEST 3HR MAINTAINED	MOUNTED ABOVE LIFT DOOR. HEIGHT 2200mmm	NO DIMMING	
D	DEXTRA LIGHTING OPUS WALLPACK,GREY 4000K, IP66/IK10, OPUWP L15AS, 10.8W	MOUNTED ON FENCE. HEIGHT 1800mm TOP OF LUMINAIRE	DIMMED TO 45%	
DE	DEXTRA LIGHTING OPUS WALLPACK,GREY 4000K, IP66/IK10, OPUWP L15AS, 10.8W EM SELF-TEST 3HR MAINTAINED	MOUNTED ON FENCE. HEIGHT 1800mm TOP OF LUMINAIRE	DIMMED TO 45%	

Figure 48: *Extract from the Mechanical and Electrical Form A Lighting and Small Power general arrangement drawing, ref. 160474-TAZ-OXF-DCL-DRG-EDS-010101, showing schedule of lighting equipment to be used.*

1.3.1 Walkway lighting (ref. D/DE)



Figure 49: *Dextra 'Opus Wallpack' lighting unit (Dextra Group, 2024).*

Walkway lighting is to be provided using the lighting units shown in Figure 49. These are to be mounted at a height of 1.8m onto the rear-side retaining walls and anti-trespass palisade fencing, angled downwards to illuminate the walkway surfacing. The combination of downward angle and position within the reduced level excavation below neighbouring fence level means that the effect of these lighting units on neighbouring properties or the overall night sky is likely to be negligible. These units are to be dimmed, further reducing light pollution levels.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.3.2 Staircase lighting (ref. AE)



Figure 50: *Example installation of Footfall Lighting F48 lighting modules mounted within a handrail (Footfall lighting, 2024).*

Staircase lighting is to be provided using Footfall Lighting's F48 modular system, with LED units mounted into the upper handrails at a height of 1m. As with the walkway lighting, these units will be angled downwards to illuminate the stair treads without radiating light horizontally, either towards neighbouring properties or into the open countryside to the east of the bridge. Additionally, the provision of a solid parapet alongside the neighbouring properties will reduce the likelihood of light reaching their windows even further, as the solid parapet will extend 800mm above the downwards angled lighting units.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.3.3 Main Span lighting (ref. BE)



Figure 51: *Footfall Lighting F300 anti-climb lighting units, as proposed (Footfall Lighting, 2024).*

Main span lighting is to be provided using Footfall Lighting F300 anti-climb strip lighting units, mounted to the bridge parapet at a height of 1.5m above deck level and angled downwards towards the bridge deck. As with the staircase lighting, these units are to be angled downwards to illuminate the bridge deck surface whilst reducing glare and radiation outwards towards neighbouring properties. The combination of relatively low height, location within the largely enclosed main span structure and downwards angle means that the likely effect of these units is minimal.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

1.3.4 Lift door lighting (ref. CE/C1E)



Figure 52: *ASD Lighting 'Invincible 1200' angled lighting bar, as proposed (ASD Lighting PLC, 2024).*

Exterior lighting for the lift doors is to be provided using ASD Lighting 'Invincible 1200' angled lighting bars, mounted above the exterior doors at a height of 2.2m at a 45-degree angle towards the bridge landings (upper level) or walkway surface (lower level). The lower-level door lights are unlikely to have significant effect on neighbouring properties or the wider night sky environment, however the upper-level door units are likely to pose the most significant impact.

Permanent illumination of lift lobbies to at least 200 lux is a requirement of Network Rail's Standard Specification for New and Upgraded Lifts, ref. NR/L2/CIV/193, and as such the proposed units are as dim as possible whilst complying with applicable technical standards. Lobby lighting is required in order to improve visibility of the lift doors as well as making them more visually distinct from surrounding structures. As these areas typically see more congregation than other parts of the bridge, a sufficient level of lighting is also required for security. It should be noted that the final design is to incorporate canopies above the lift doors, the effect of these has yet to be considered as part of the lighting impact but should act to reduce the light spread and glare resulting from these units.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 53: *Similar lighting units in use for a pedestrian subway, dubbed the 'Wonderpass'. Only a single unit will be used above each door at Tackley, and as such the lift lobby and landing areas will not appear as bright as here. (ASD Lighting, 2016).*

1.3.5 Overall Lighting Impact

To estimate the impact of the proposed lighting system, DIALux lighting modelling software was used to produce a three-dimensional lighting model from which the luminescence levels, light dispersion and glare emitted by the structure's lighting system could be accurately determined. A screenshot of this analysis model is shown in Figure 43.

Within this software, a three-dimensional scale model of the footbridge was created, with lights of the correct type, luminescence level and colour temperature incorporated in their proposed positions. From this, the software can model light levels anywhere on or around the structure, as well as apply shadows where features block the artificial lighting. It can also be used to calculate the glare encountered at points on or near the structure, and for this purpose neighbouring properties were added to the model, the positions of their windows in relation to the structure accurately determined using Ordnance Survey mapping and reference imagery. The software can then calculate the glare levels at each window, accounting for distance from the emitter, shadows cast by features and lux levels emitted by the lighting system.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Properties	Ē	E_{min}	E_{max}	U_o (g_1)	g_2	Index
Nearby Property Window-1 Vertical illuminance Rotation: 186.7°, Height: 0.650 m	0.31 lx	0.23 lx	0.39 lx	0.74	0.59	CG32
Nearby Property Window-2 Vertical illuminance Rotation: 190.0°, Height: 0.650 m	0.47 lx	0.34 lx	0.60 lx	0.72	0.57	CG33
Nearby Property Window-4 Vertical illuminance Rotation: 192.4°, Height: 0.650 m	0.50 lx	0.45 lx	0.56 lx	0.90	0.80	CG34
Nearby Property Window-3 Vertical illuminance Rotation: 186.5°, Height: 0.650 m	0.41 lx	0.37 lx	0.45 lx	0.90	0.82	CG35

Figure 54: *Extract from the DIALux calculation report, showing vertical illuminance levels for four adjacent windows belonging to 59 and 61 Nethercote Road.*

Figure 54 shows average luminance levels (Ē) from footbridge lighting at the neighbouring window positions, the maximum encountered being 0.5 lux. This is roughly equivalent to the light cast by a full moon on a clear sky and is seven times less bright than the darkest limit of the Civil Twilight, and as such can be considered a minimal effect.

Another concern is glare, or the discomfort or impairment caused by excessive brightness or contrast. As with luminance levels, the modelling software uses light positions, brightness, obstructions, distance, and heights relative to the point of reference in order to estimate the amount of glare experienced by a viewer in specific positions (Glare Rating, GR). These calculations were performed according to the simplified method outlined in EN 12464.

Table 4: *Glare values calculated for four window locations belonging to 59 & 61 Nethercote Road.*

Point no.	1	2	3	4
Property no.	61 Nethercote Rd	61 Nethercote Rd	59 Nethercote Rd	59 Nethercote Rd
Strongest glare angle (°)	-33	-33	-33	-33
Max glare	<10	<10	<10	<10
Target glare	≤50	≤50	≤50	≤50
Viewing sector (°)	75-120	45-135	45-135	45-135
Step width (°)	15	15	15	15
Angle of inclination (°)	-2	-2	-2	-2
Height (m)	0.757	0.757	0.757	0.757

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

GR is measured against a scale ranging from a minimum of 10 and a maximum of 90, and is defined as below:

Table 5: *CIE (International Commission on Illumination) Glare Rating (GR) classification.*

GR	Classification
10	Not noticeable
20	
30	Noticeable
40	
50	Just admissible
60	
70	Disturbing
80	
90	Unbearable

Table 4 (previous page) shows that glare levels across all four reference points scored less than 10 on the GR scale, and as such the glare effect of the bridge lighting can be considered not noticeable.

In conclusion, the lighting system for the Tackley footbridge scheme has been shown to have minimised the impact of the lighting on its surrounding environment by design as much as is practicable, whilst maintaining compliance with applicable design standards.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The combination of relatively dim lights mounted in a downwards orientation behind parapets and handrails significantly reduces the radiation spread that the footbridge will produce, leading to a barely perceptible increase in luminance levels surrounding the bridge. The surrounding topography and vegetation is also advantageous in this respect – the majority of lit areas will be below the level of the surrounding ground and trees.



Figure 55: *Comparison of existing versus proposed lighting impact, as viewed from 61 Nethercote Road.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

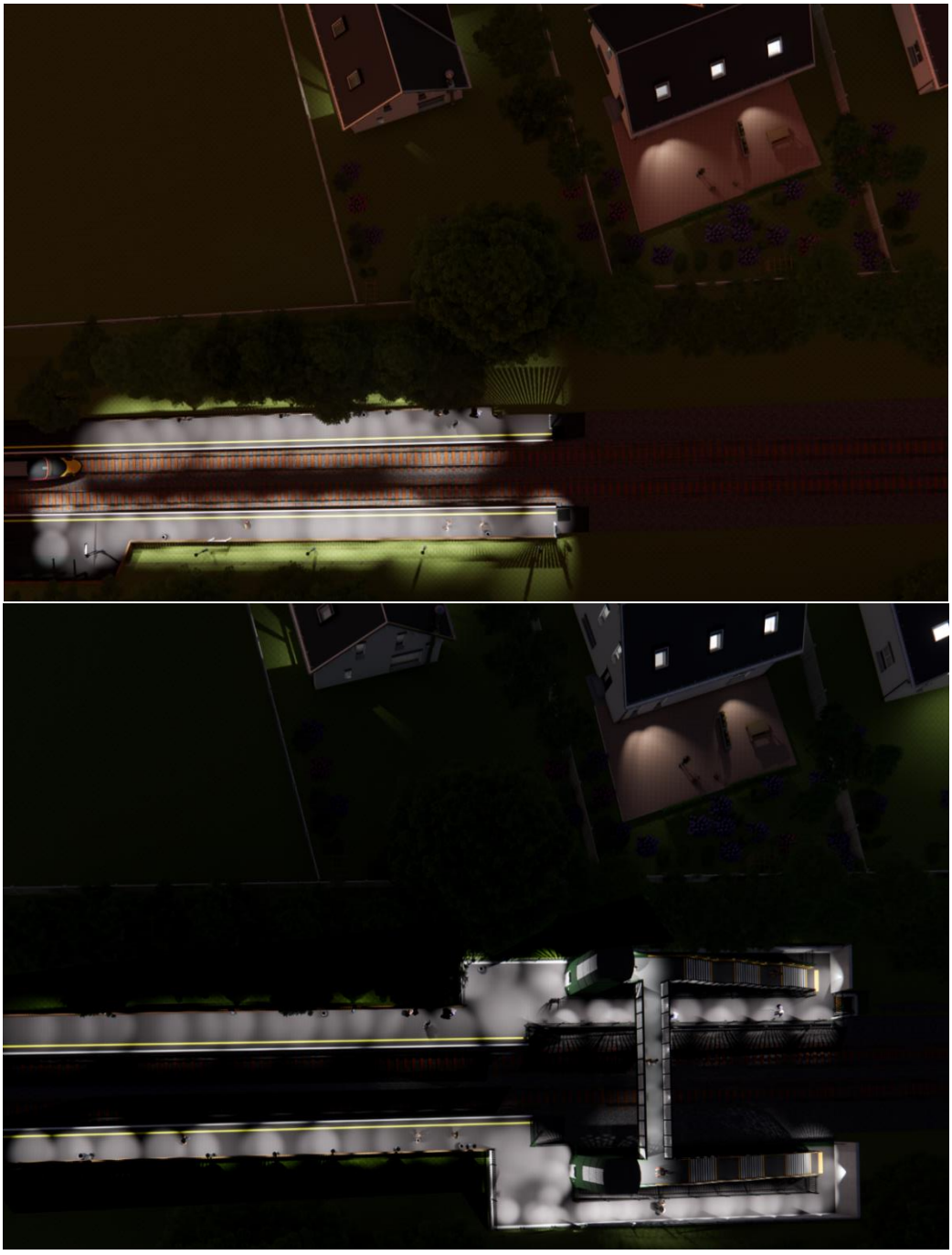


Figure 56: *Comparison of light radiation, existing versus proposed, plan view.*

Glare has also been minimised as much as is practicable, this again achieved by using dimmed lights mounted in a downwards orientation. This is important both from the perspective of minimising nuisance to neighbours as well as reducing glare affecting driver's vision.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

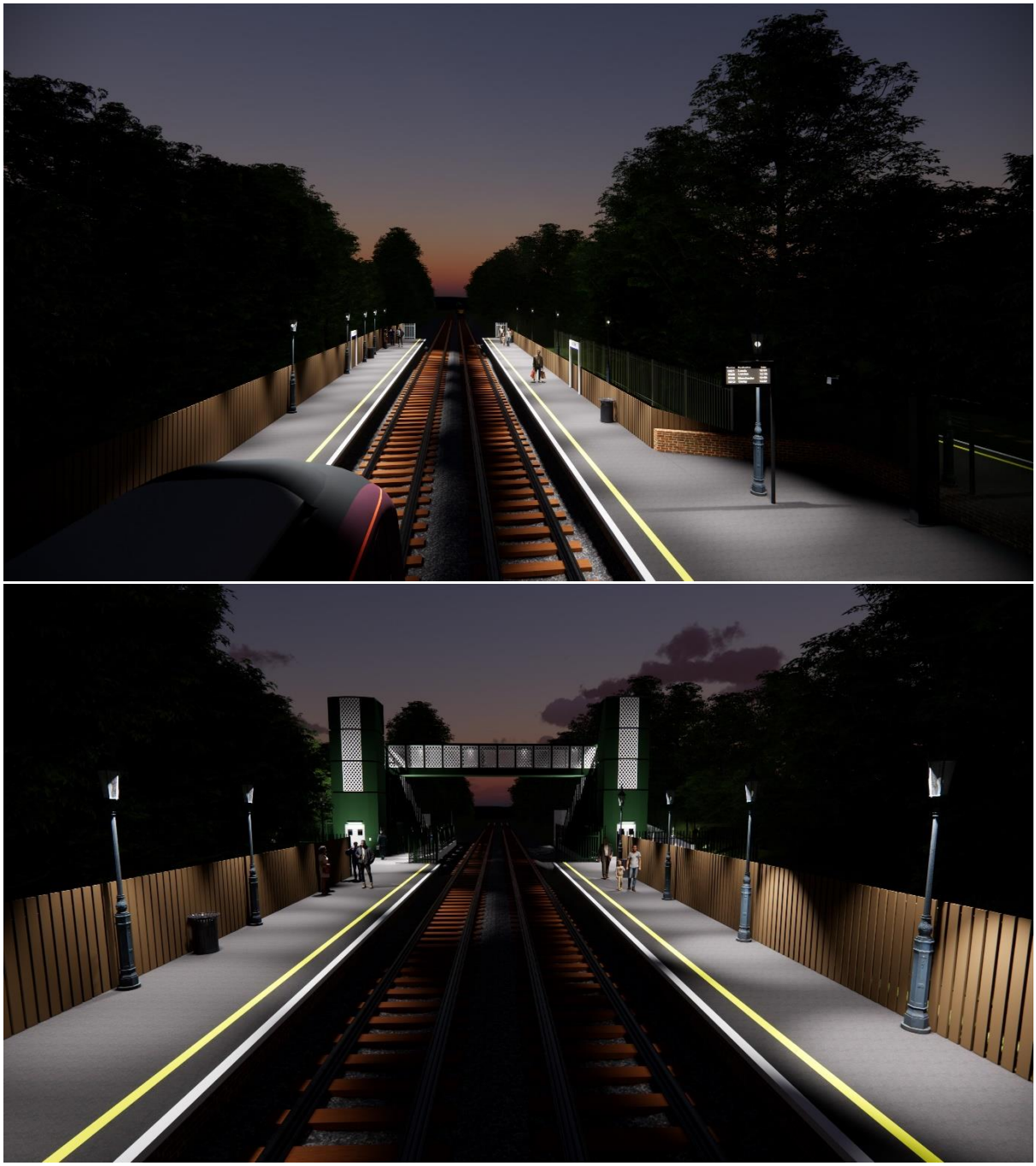


Figure 57: *Comparison of lighting impact looking north along the track, existing versus proposed.*

LB8

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

ARCHITECTURAL VISUALISATIONS

This section includes a selection of full-page images of the architectural visualisations produced for this report. All visualisations within this report were produced by ECSL's architectural technician, A. Ghomghaleh.



Figure A1: *North elevation of the structure, showing retaining walls and Down side track access.*

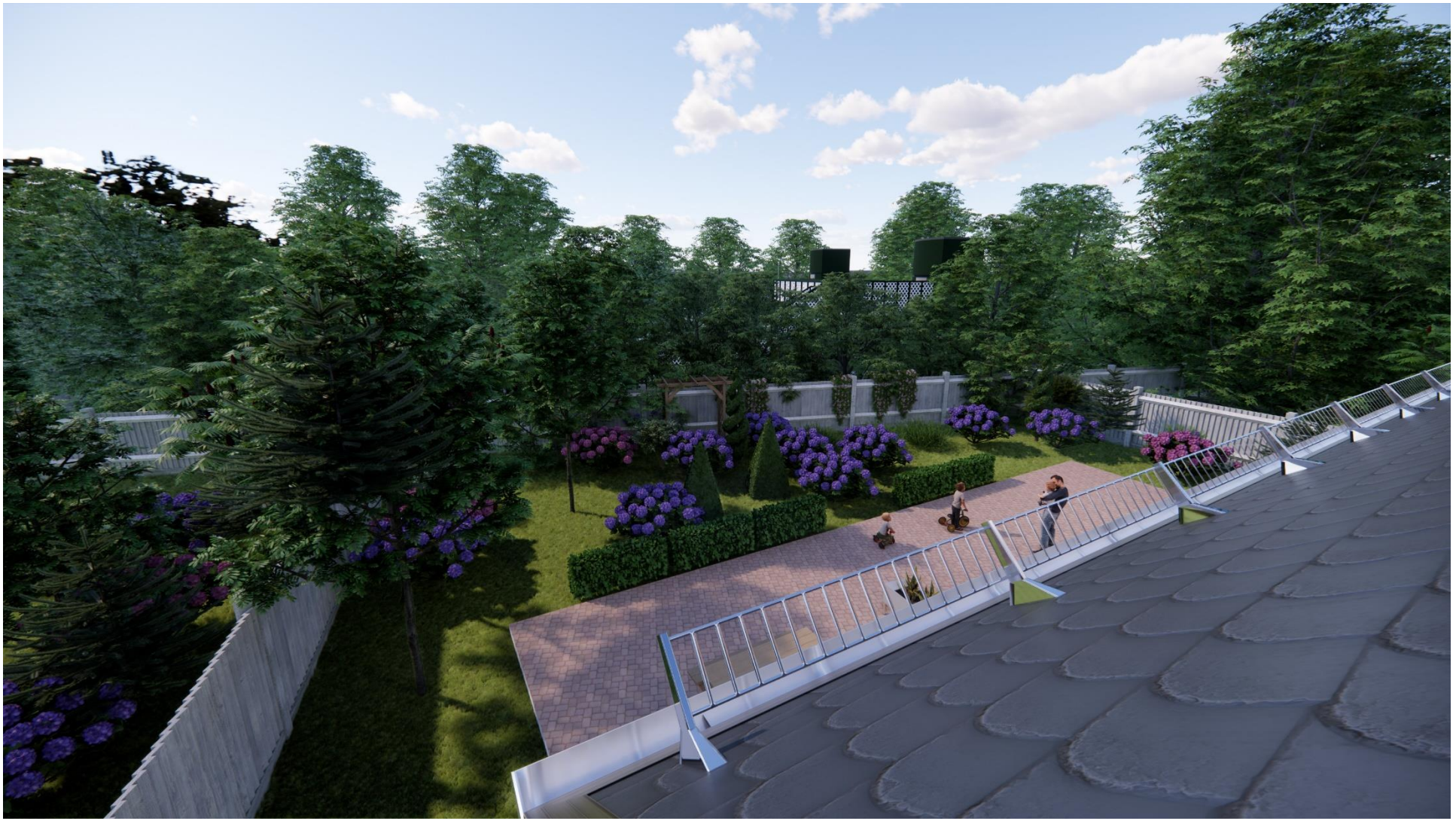


Figure A2: *View of the structure from a neighbouring property (61 Nethercote Road).*



Figure A3: *View of the structure from neighbouring gardens (61 Nethercote Road).*



Figure A4: *View of the structure from Platform 2, looking north.*



Figure A5: *View across the structure, from the Down/Platform 1 landing.*



Figure A6: *View of the structure, taken from the north end of Platform 2.*

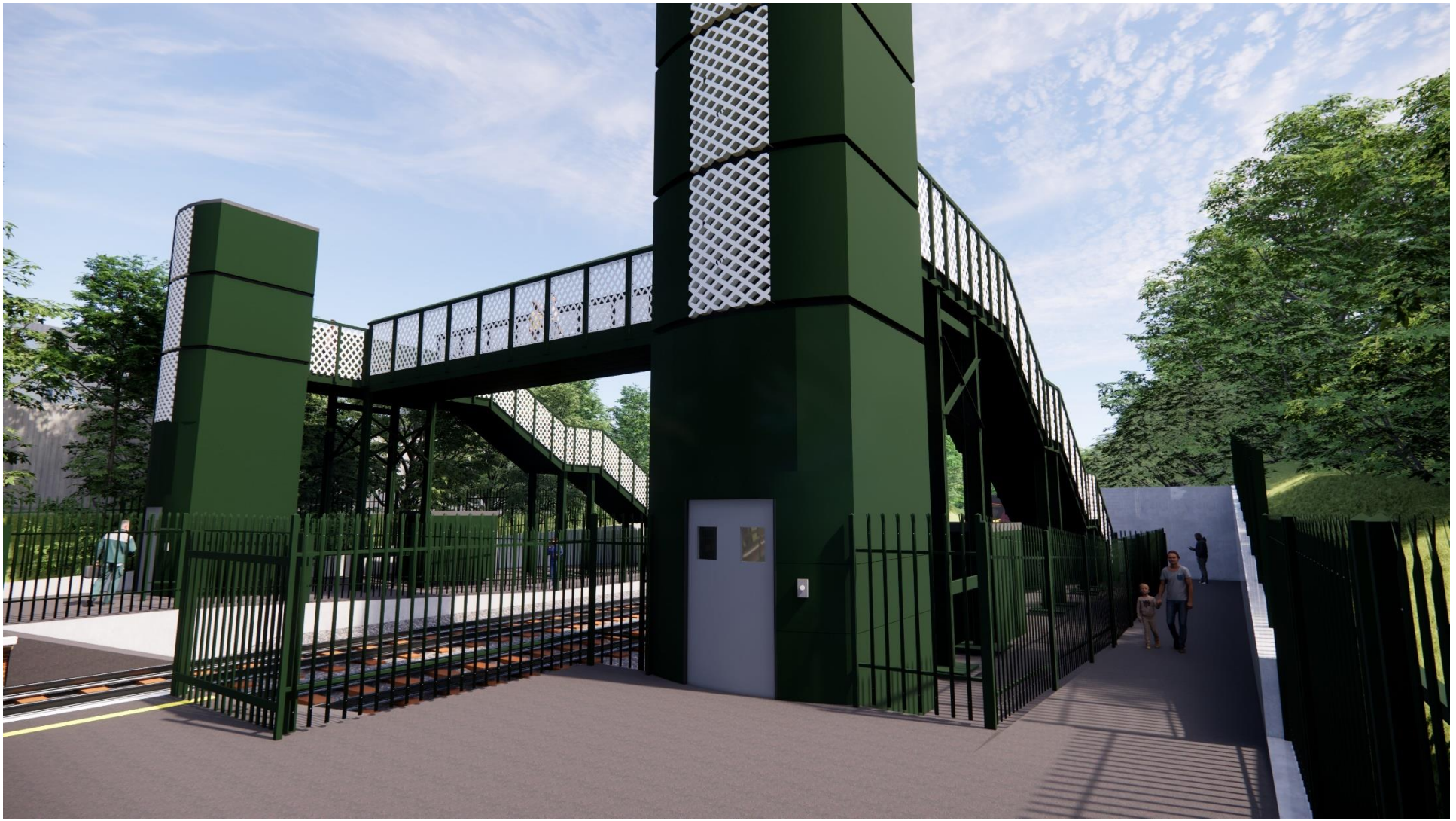


Figure A7: *View of the structure, taken from the Platform 2 walkway extension.*



Figure A8: *View of the structure, taken from the Up side embankment, looking in a south-westerly direction.*



Figure A9: *View of the structure from the centre of Platform 2, looking north.*

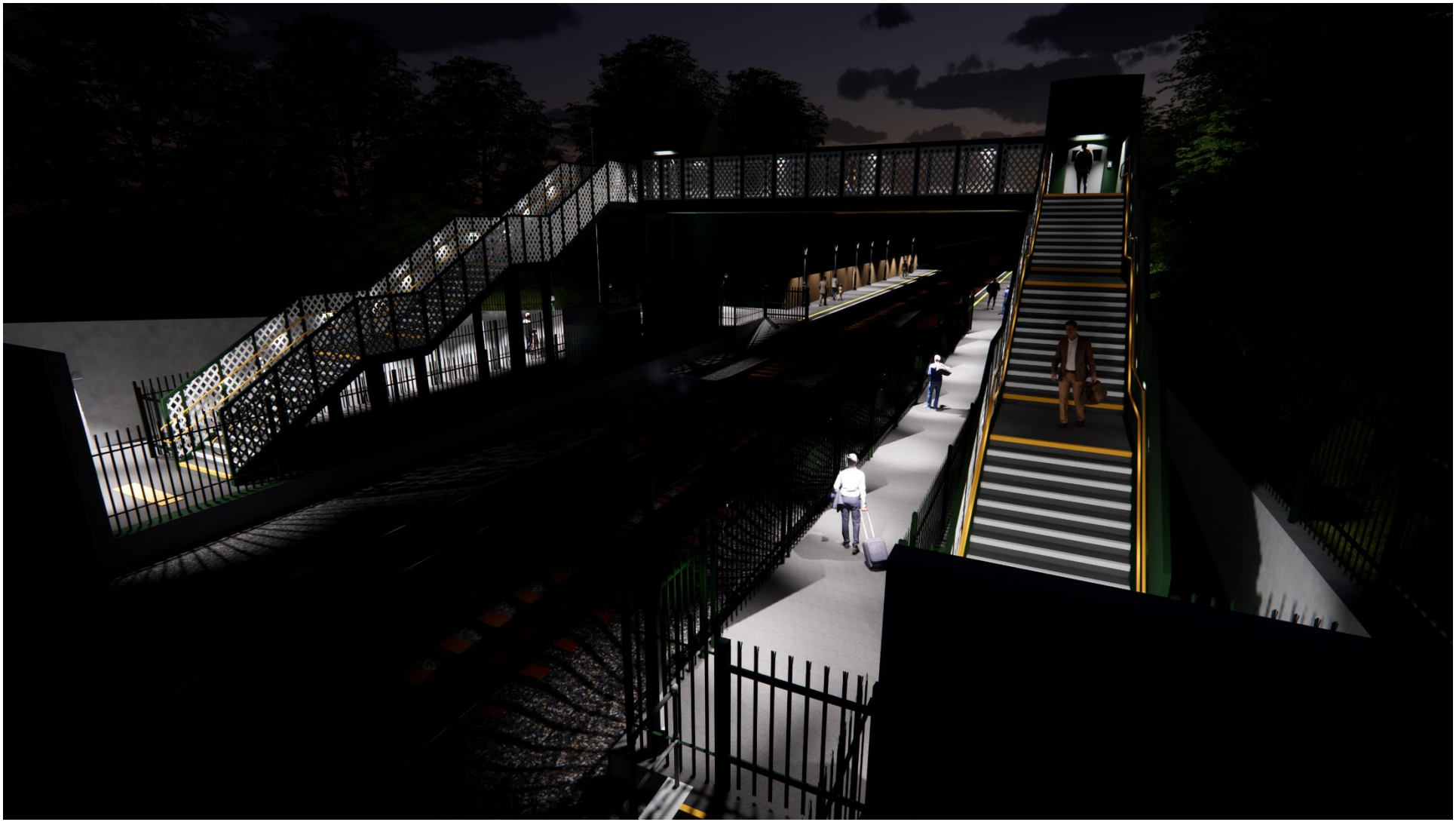


Figure A10: *Night-time visualisation, northern elevation looking towards south-east, showing light spread and luminance.*



Figure A11: *Night-time visualisation looking across the structure towards the west and Tackley village, showing illumination of the bridge deck.*

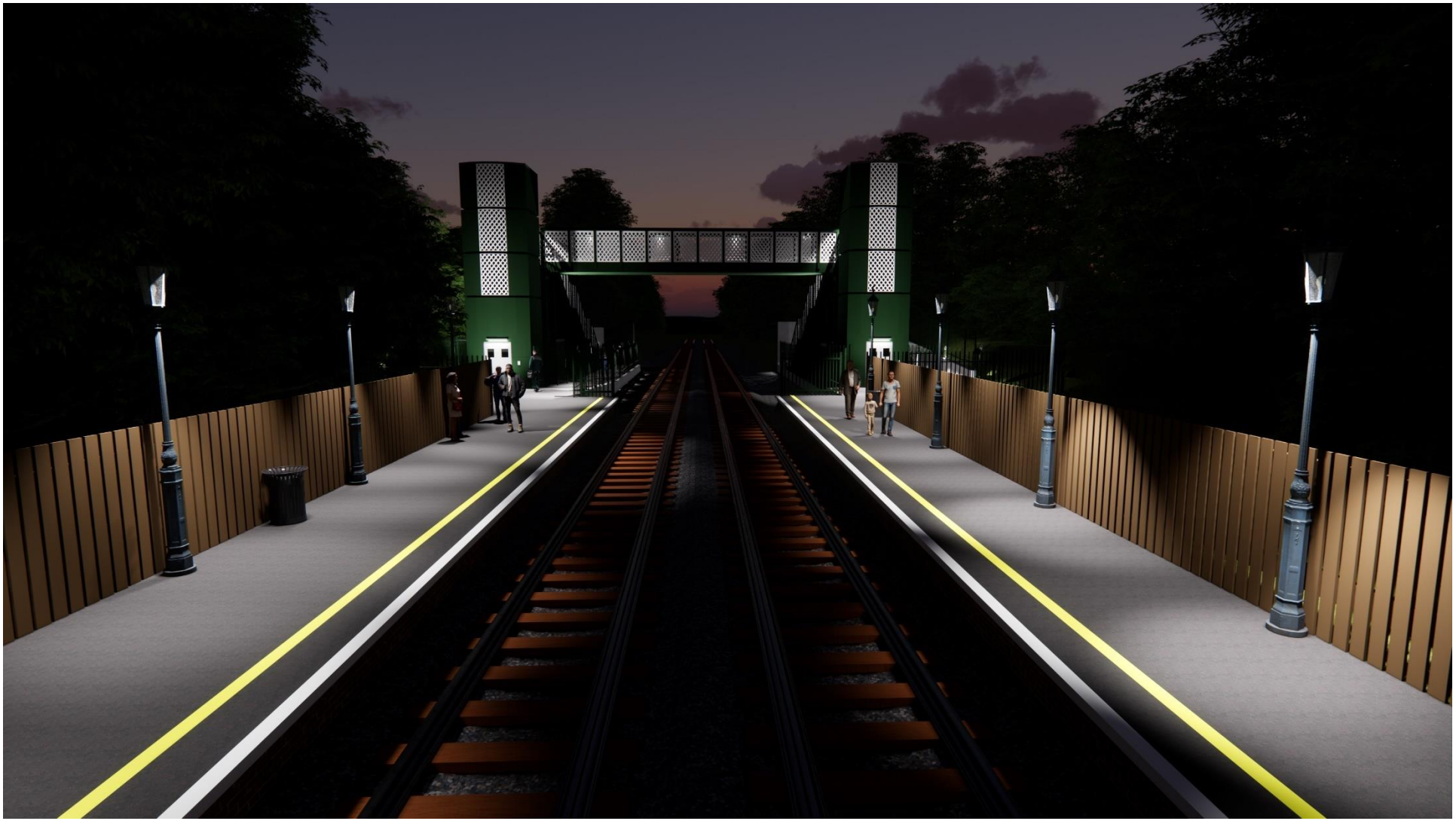


Figure A12: *Southern elevation looking along the track towards the north, showing deck and walkway lighting as compared to existing platform lighting. Dim lights diffused through the parapet lattices reduce the likelihood of dazzle or glare affecting approaching drivers.*



Figure A13: *Down side staircase, showing the effect of handrail lighting for maintaining visibility of steps for bridge users. The solid down side parapet is also clearly visible.*

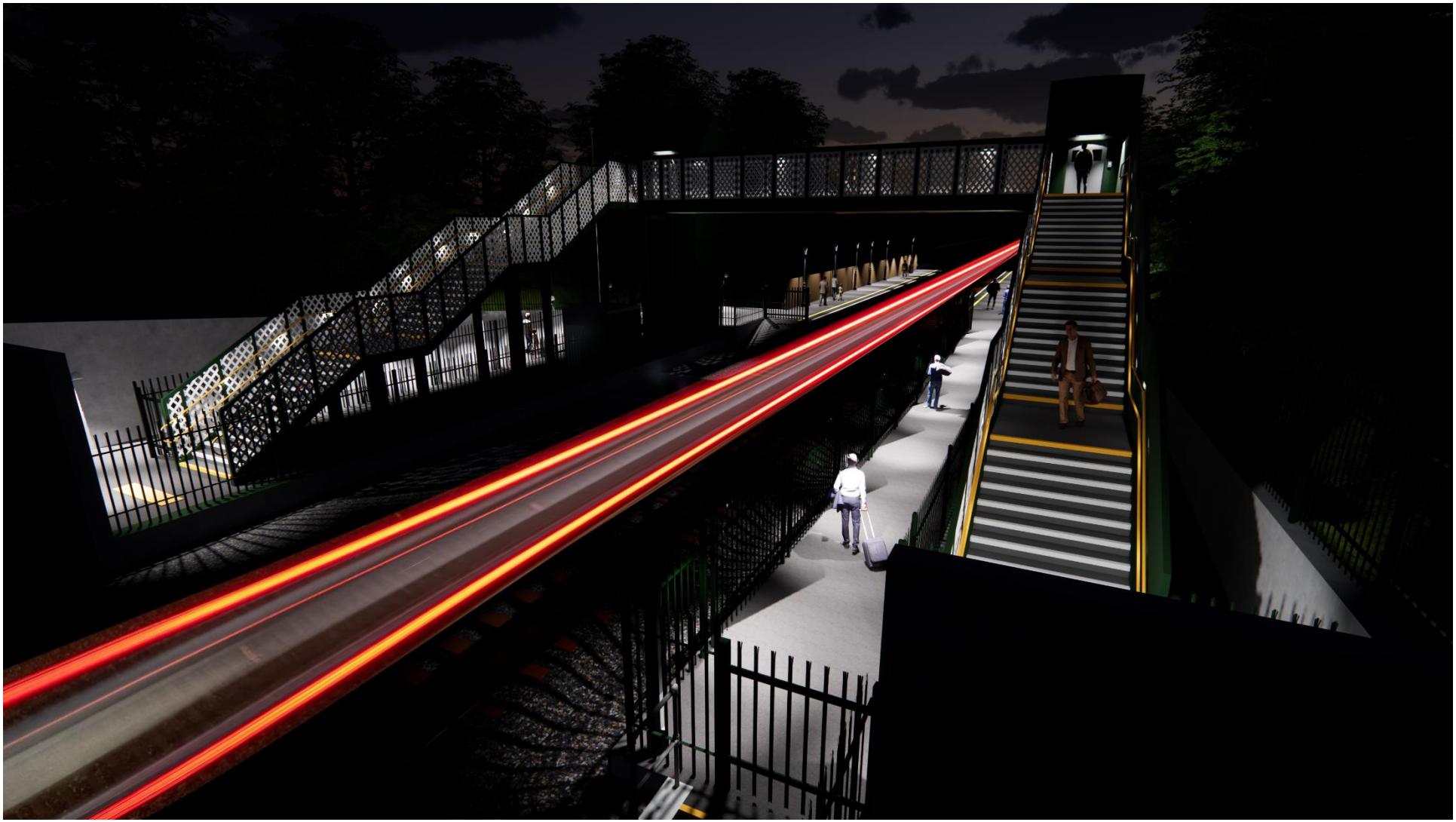


Figure A14: *Long-exposure visualisation view: Northern elevation looking towards south-east.*



Figure A15: *Visualisation as viewed from PROW 379/2/10*

LB9

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

DESIGN AND ACCESS STATEMENT

INTRODUCTION AND PROPOSAL DETAILS

This project proposes a fully accessible footbridge as a permanent replacement for the level crossing immediately south of Tackley Railway Station. Currently, the level crossing has been closed owing to significant safety concerns; the section of railway immediately south of the station passes through a large radius curve with a maximum permitted speed of 110mph, meaning that trains approach the level crossing at high speed with little warning. This has resulted in a high frequency of incidents on the level crossing, with it identified as one of the most dangerous crossings on the Wales and Western network and therefore one of the highest priority crossings for replacement. Currently, the crossing has been replaced with a temporary scaffold footbridge located immediately north of the station, however this does not offer step free access between platforms. Also, the level crossing served both a bridleway and a national cycle route – the existing temporary footbridge is inadequate for both equestrian and cycle use.

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

This option proposes constructing the new permanent footbridge on the northern platform ends, where the current temporary structure is located. This would offer more convenient passenger access when in use but would necessitate the removal/relocation of the temporary bridge.

This Form D document shall discuss the architectural considerations that have guided the design for Option 1, including a Landscape and Visual Impact Assessment, Lighting Assessment and a general access statement for the works.



Figure 1: *Architect's visualisation of the proposed structure, viewed from behind Platform 2.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

This proposal will result in the installation of an accessible, permanent Fibre-Reinforced Polymer (FRP) footbridge immediately north of the station platforms. It will consist of a single FRP span, approximately 15m in length, with a staircase and through lift either side of the railway. The lift shafts will be located adjacent to the platform ends in order to offer the shortest possible route for mobility impaired users, with the staircases arranged facing north, away from the platforms. Access footpaths will be provided to allow access to the staircases, with 1.8m high fencing either side of the footpaths in order to prevent access onto the railway and climbing onto the staircases. Cycle wheel ramps are to be provided on the staircases to assist cyclists.



Figure 2: *Driver's eye view of the structure, looking south.*

This structure is to be a derivative of Taziker's 'Legacy Vision' footbridge design; a modular, fibre-reinforced polymer system designed to acknowledge the heritage of its surroundings. It is to consist of an FRP deck with infill panels between main girders as a crash deck, with 1.8m high parapets consisting of vertical posts at 1.24m intervals. The parapets will include lattice infill panels, designed to replicate the appearance of a Victorian era wrought iron lattice footbridge. This will match well with the aesthetic of the station, with its heritage style platform lighting columns. It will also match with the heritage aesthetic of Tackley itself; a small, rural Oxfordshire village with many heritage stone buildings.

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Development of the proposal throughout the GRIP4 design has resulted in the following project-specific decisions and details:

- The structure is to be uncovered; as there have been no historic covered crossings at this location, it was agreed that a covered structure was not necessary as it does not constitute a diminishment in passenger experience compared to the previous crossing arrangements.
- As the structure is located off the platform ends, the lifts have been oriented to face towards the platforms in order to reduce the distance travelled for mobility impaired users. This will however increase walking distance for foot users.
- The main supports for the simply supported structure will comprise of trestle-type piers, as shown in Figures 1 & 2. Trestle supports are to be utilised for their light weight and ease of fabrication.

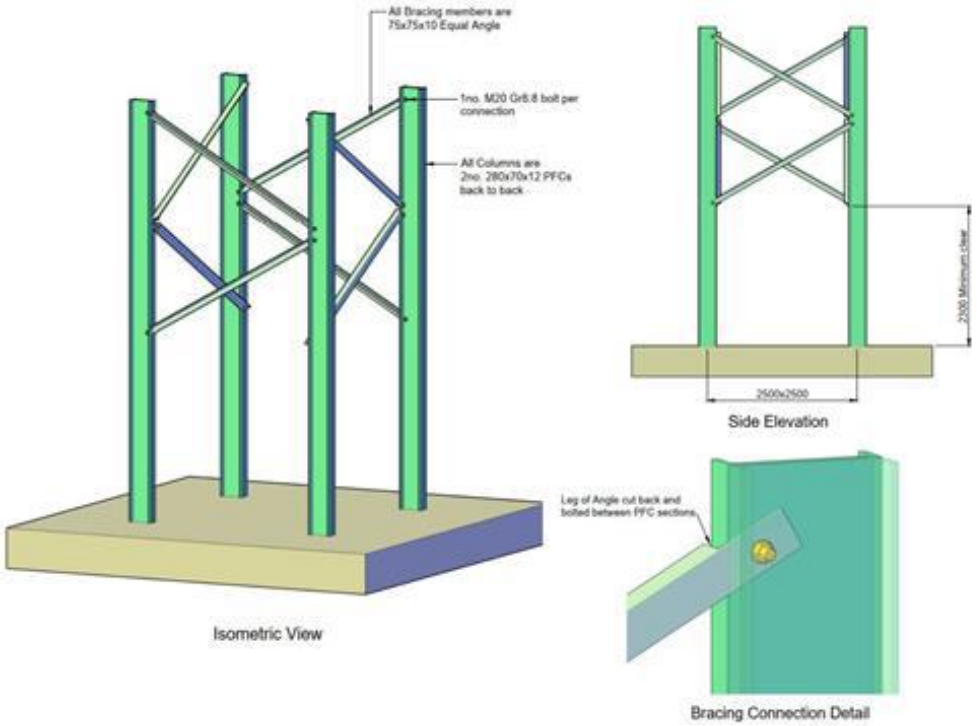


Figure 3: *Proposed trestle supports.*

- As the supports and lift shafts are further than 4.5m away from the nearest running edge on both sides of the track, collision protection in accordance with UIC 777-2R or GC/GN/5612 is not required.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

- Platform extensions will be required to provide access to the lift shafts and walkways, these will consist of FRP boards supported by FRP beams, carried by piled foundations. These platform extensions are to be included in the Form B detailed design submission.
- The staircases will consist of three flights on each side, landing at walkway level (500mm below platform level) on the far side of the lifts to the platforms. They will include an in-line half landing behind both top steps as well as a full landing between the main span and the lift shafts. The treads are to be of the POLYStep GRP slip-resistant type or similar approved product.

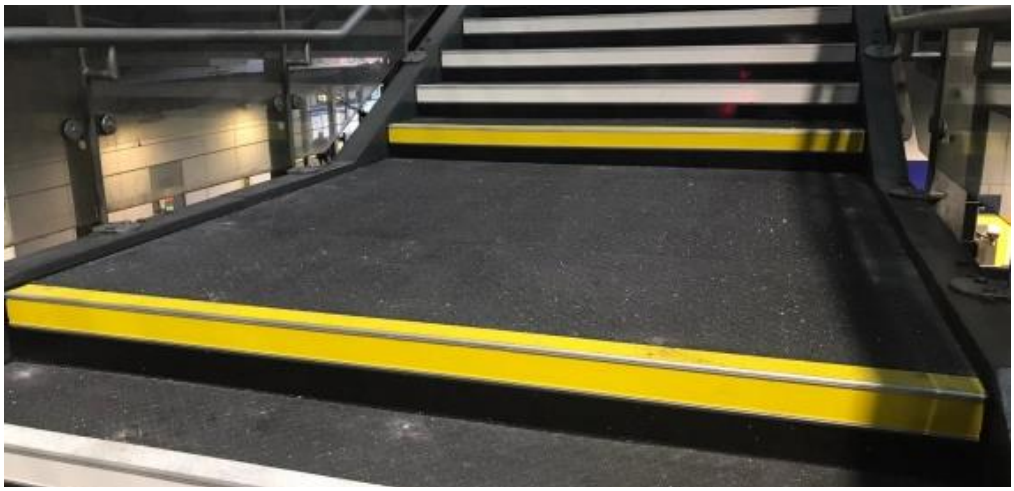


Figure 4: *Typical POLYStep GRP slip resistant stair treads.*

- The main span and landing decks are to consist of 10mm thick FRP plates incorporating bonded Plura 'GRIPfast' surfacing which provides a "*near diamond hard gritted anti-slip upper surface*". The landing structure beneath the decking comprises FRP C-Sections as they provide a high strength solution relative to their weight.

NR/L2/CIV/003/Form D:	**Architectural and layout acceptance**			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

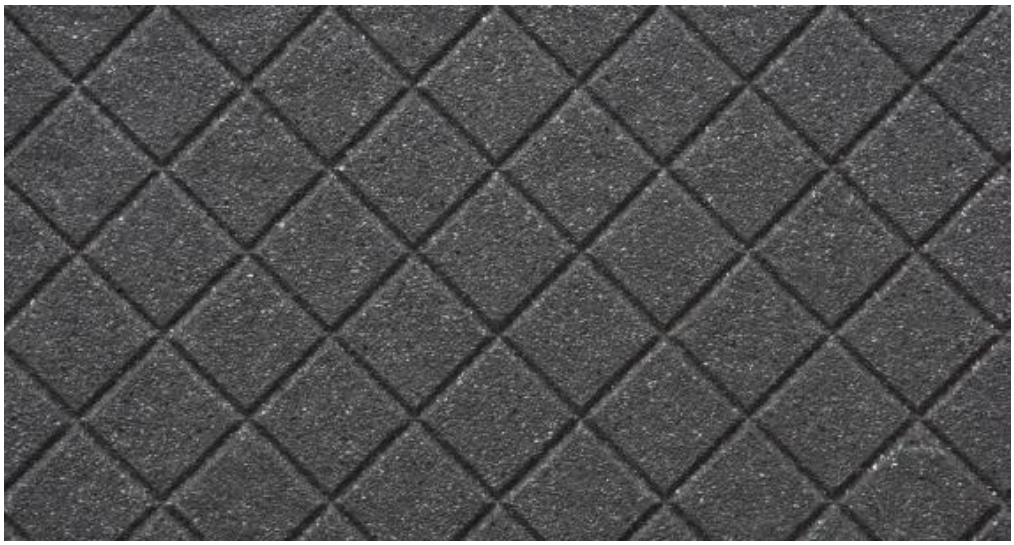


Figure 5: *Typical 'GRIPfast' surfacing.*

- Handrails will be provided at two levels (600mm and 950mm above pitch line/landing levels) over the length of the platform access stairs and will comprise 45mm nom. diameter pultruded FRP tubes mounted directly onto the parapet by means of cranked brackets that provide a zone, free of horizontal projections, below the handrail, of at least 50mm.
- Three of the four staircase parapets shall be of a 1.5m height with lattice infills consisting of diagonal/horizontal rails supported by vertical posts. The Down side parapet of the Platform 1 staircase will however be 1.8m in height with solid infills to provide privacy to neighbouring properties.
- The staircases are to be met by asphalt paved walkways, with a minimum clear width of 2m in accordance with 'Design Standards for Accessible Railway Stations'. 1.8m height palisade fences are to be provided to eliminate additional risk of trespass on the railway as well as to prevent climbing on the trestle staircase supports.
- The lifts are to be of the SCX 'motor room-less' type (or similar approved) in order to reduce the height of the shafts; these have been specified as they are the lowest height, commercially available units on the market. They are to be clad in FRP with lattices to match the main span.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

- As the staircases and passenger walkways are to be set into a cutting with minimal space for side slopes, retaining walls are to be utilised around the reduced level excavation for each staircase. This will have the effect of partially obscuring the structure when viewed from the north and west, where the embankments are at their highest. Tree cover will further hide the structure to reduce its visual impact. A 1.8m height palisade fence is to be installed atop both retaining walls to reduce fall risk.
- The footbridge structure will have a Design Life of 120 years in accordance with Clause 10.2 of NR/L3/CIV/020. The proposed fluoropolymer paint coating shall have an anticipated working life of 200 years. UV inhibitors within the FRP material will provide a minimum of 80 years of UV resistance should the coating system fail.
- Ancillary civils structures such as walkway ramps and riser walls, lighting/CCTV columns and platform extensions shall have a 120-year Design Life in accordance with Clause 10.2 of NR/L3/CIV/020.
- Foundations and Geotechnical assets (namely the retaining walls surrounding the reduced level excavation) shall have a design Life of 120 years in accordance with Clause 10.1 of NR/L3/CIV/071.
- All Drainage assets shall have a Design Life of 60 years in accordance with Clause 10.1 of NR/L2/CIV/005/09.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

- The structure shall be subject to a conventional inspection routine, anticipated to initially consist of three-yearly Detailed Examinations with annual Visual Inspections in accordance with NR/L3/CIV/006. This initially regular inspection regime is anticipated as FRP is currently a relatively novel and scarcely used material within the rail industry. We anticipate that this will extend to 12-yearly Detailed Examinations in the future due to the reduced deterioration rate of the material compared to conventional structures. There are relatively few Hidden Critical Elements within the design, and those few can be accessed for inspection by lifting the deck plates.



Figure 6: *Example of a handrail lighting system, similar to the one currently being developed for the Legacy Footbridge.*



Figure 7: *Concept integral parapet lighting system developed for the Legacy Footbridge. Units such as this one would be mounted onto the bridge's main span.*

- The bridge structure will be illuminated using integral lighting units embedded within the parapets. The walkways are to be illuminated using wall or fence mounted units. Please refer to the M&E Form A design documents included with this submission for further details.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

- The structure has been detailed to maximise shop fabrication, taking into account transportation constraints and eliminating site bonding of structural connections. Vibration resistance of bolted site connections will be achieved by use of bolts with locking nuts or proprietary thread-locking adhesives, depending on the criticality of the connection, the size of bolt and future maintenance requirements.
- Member connections are to be by adhesive bonding, with bolts installed to clamp the mating surfaces at each connection to one another and to support the whole structure whilst the adhesive cures. Once cured, the adhesive will assume all load resistance under SLS and ULS conditions, as per the recommendations given for 'hybrid connections' in CIRIA C779 Section 5.5.6. The bolts are to remain in-situ to provide added resilience in the event of bonding failure or impact damage.

The current station consists of two 80m length platforms, with a glazed steel frame waiting shelter located approximately halfway along Platform 2 (up/east side), with a temporary footbridge consisting of steel 'scaffold' type framework with a timber deck and steel side boards. This is supported on concrete block foundations. Both platforms are relatively plain, with a timber fence along the rear and heritage style lighting columns at 12m spacings along the full length of the platforms. A basic 'bus stop' type waiting shelter is provided at the entrance to Platform 1, as well as litter bins and cycle stands.

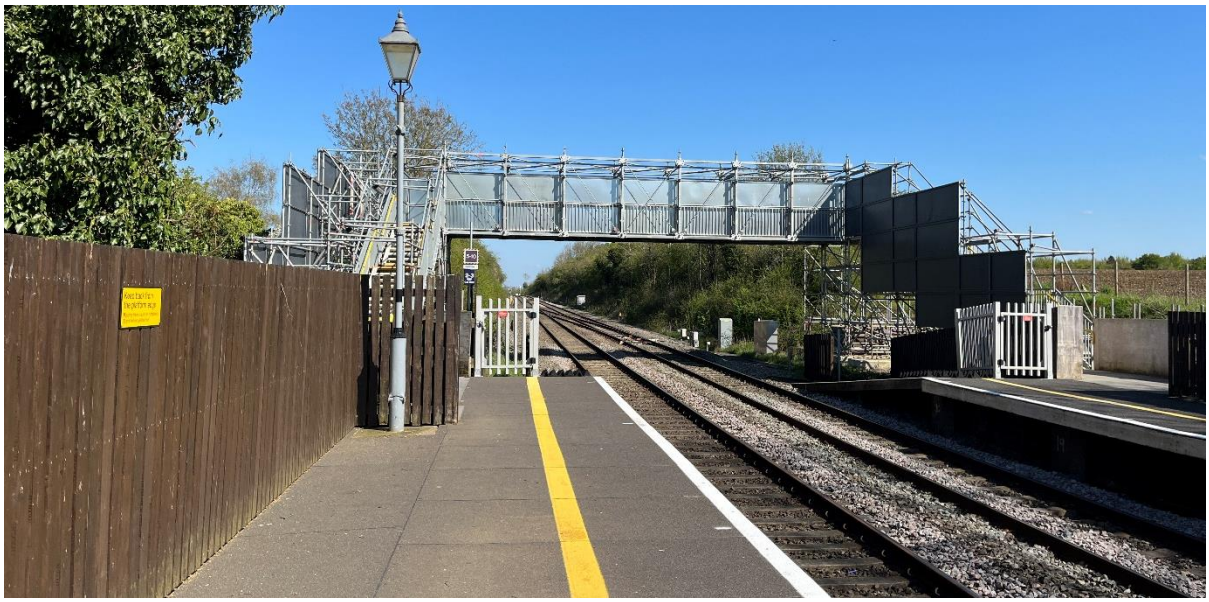


Figure 8: *The temporary footbridge and platform ends, as viewed from Platform 1 looking north.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Access to both platforms is gained via a ramp at the southern end of each platform, with a steel balustrade fence to limit access to the track. The since closed level crossing was located immediately south of both access ramps. Both platforms are lined with trees along the rear across the full length of the station, with high embankments either side of the railway immediately north of the station. Behind Platform 1 lies gardens belonging to adjacent residential properties, and behind Platform 2 lies a signalling electrical supply cabin, and behind that, undeveloped agricultural land.

This Form D document will set out the ways in which the proposed Tackley level crossing replacement footbridge design has considered Network Rail's ten aspects of aesthetic and architectural design, as well as how it has addressed concerns made by local residents and the planning authority.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 9: *Visualisation of the structure, as viewed from Platform 2*

1: Identity

Tackley Railway Station was opened as Tackley Halt by the Great Western Railway in 1931. Whilst very few historical photographs of the station are available for review in the public domain, 'Halts' were typically small stations served by rural stopping trains, with very modest amenities and footprints. The earliest photograph found, dating back to 1977, shows that the original platforms were a single carriage length and constructed from timber, with no footbridge, waiting shelters or lighting provided at that time – basic waiting shelters may have been provided previously but no photographic record has been found to confirm this. The station was heavily rebuilt between 1984 and the turn of the millennium with longer platforms, basic waiting shelters and platform lighting, resulting in the arrangement we see today.

The current station is very basic in nature, consisting of 2No platforms constructed from deck boards supported by concrete breeze-block footings, typical of BR-era rationalised station rebuilding projects. These platforms are bounded by basic timber fences and supplied with lighting columns along their full length. The only station buildings are the basic single storey waiting shelters provided on each platform following the rebuild.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 10: *View from the temporary footbridge looking south, showing the existing station arrangement.*

The strongest sense of identity possessed by the current station is the lighting columns, which are heritage style glass lanterns mounted atop vertical posts. Whilst not original features, they do help the station blend in with its surroundings and provide a sense of heritage that would otherwise be absent.

In stark contrast, Tackley itself is brimming with historical character, consisting of Cotswold-style stone buildings all centred around a triangular green. The station is located on the outskirts of the village, on the opposite side of the village to the green and near an area mainly consisting of newer houses, although there are several historical buildings on the opposite side of Nethercote Road to the station. The properties immediately adjacent to the station and proposed footbridge are all new-build or recent, and behind the historic buildings lies a housing estate consisting primarily of mid-late 20th century properties. Owing to the tree cover immediately adjacent to the proposed bridge location and the new-build houses in front of the trees, the new bridge will not be visible in the same view as any of the more historical areas or buildings within the village.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	



Figure 11: *A view of Medcroft Road, Tackley (Oxfordshire Villages, n.d.)*

The proposed 'Legacy Vision' footbridge is designed to complement the aesthetic of areas such as this. Though Tackley Station never itself had a footbridge, many stations within Oxfordshire and the wider Wales and Western region either would have had, or still have, wrought iron lattice footbridges. This therefore presents an opportunity to add something new to Tackley station whilst recognising the heritage of the railway and the quaint aesthetic of the surrounding village.



Figure 12: *Photo of Banbury station taken in 1952, prior to its modernisation. The original lattice footbridge can be seen overhead. (The Patrick Kingston Collection, as viewed on the Steve Banks website, 1952).*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

2: Passengers

This proposal adds significant value to the passenger experience at Tackley station. Currently, there is no step-free access between platforms and given that it is an unstaffed station with no level foot crossing, assisted crossing between platforms is also not an option. This is compounded by the station only being accessible from the down/Platform 1 side and the entire village of Tackley also being located on this side. The culmination of this is that mobility impaired users can only board or disembark from northbound trains – a user wishing to travel to Oxford (the nearest large urban area) would need to travel north to Heyford or Banbury and change for a southbound train. Similarly, those arriving from the north would need to travel through Tackley to Oxford, and change for a northbound train.

The provision of a footbridge with lifts would be a step change for mobility impaired users as well as those with heavy luggage or cycles, and would significantly improve the user experience. The only alternative would be to reopen the level crossing, which would reintroduce significant safety risks especially as future improvements to the route would increase line speeds and potentially introduce even quieter electric trains.

3: Community Focused

This proposal will not only benefit rail users. The necessary closure of the level crossing has eliminated Tackley's only route for foot and cycle users to cross the railway, with the nearest alternatives being 900m to the south and 1200m to the north. This introduces a significant detour, effectively cutting Tackley off from neighbouring villages and public rights of way to the east. The existing temporary footbridge has partially alleviated this issue by maintaining walking access; the proposed footbridge will permanently guarantee this access, with a design life of 120 years in accordance with NR/L3/CIV/020.

The new structure will benefit persons of reduced mobility and families with pushchairs by providing lifts as an alternative to stairs, and cyclists will also benefit from provision of wheeling ramps allowing them to push their cycles across the bridge. The crossing will be safer and more secure with the provision of full lighting and CCTV coverage.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

4: Collaborative

The most significant challenges faced by any proposal to replace Tackley level crossing has always been planning and conflict with neighbouring property owners. The idea of a footbridge at the station was first proposed at the turn of the millennium, the planning application for which was refused by West Oxfordshire District Council (WODC) in 2001 on the grounds that *"that the proposed footbridge will, by reason of its size, design and use of materials represent an alien, incongruous and overtly urban feature in this rural location*". It is likely that the proposal made by Railtrack at this time would have been for a standard "Series 400" type footbridge, which would present a relatively modern appearance in stark contrast to its surroundings.

Residents in neighbouring properties have also raised concerns regarding the appearance of the structure, its impact on their privacy and the effect it will have on sunlight levels on their properties. The height of the lift shafts was a particular concern in this regard: This has been addressed by specifying an SCX motor room-less type lift, with no workings above the lift car. This reduces the height of the lift shafts by approximately 1m, the SCX system in particular being specified as it is the shortest available lift type on the market. Privacy concerns have been addressed by raising the parapet height on the side bordering neighbouring properties up to 1.8m and including solid parapet infills.

The Legacy Vision Footbridge design was chosen to alleviate aesthetic concerns raised by both the planning authority and neighbouring residents, as this will better reflect the heritage setting of its surroundings. Wrought iron lattice footbridges are synonymous with heritage rural railway stations and are evocative of the railways of the past. This, in turn, compliments the heritage village aesthetic, with historic railways often being a part of the wider idyllic rural scene.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The standard colours for such a footbridge are Holly Green (RAL 14C39) with White (RAL 9010) lattice infill panels – the green intended to blend the structure in with surrounding vegetation. This can however be specified to match the environment in which the bridge sits – as an example a similar scheme in the southwest of England employed a "chocolate and cream" livery using the historic Great Western Railway colours of Light and Dark Stone, recalling the original station footbridge that was demolished several decades before. Those colours were chosen after a poll was conducted with local residents; a similar process could be employed as part of the stakeholder engagement for Tackley to ensure that local residents feel involved with the process.

The possibility of an alternative site located approximately 50m from the platform ends is also being considered as a way of exploring alternative solutions with local stakeholders. The benefit of this is that the adjacent street and properties diverge away from the railway to the north, meaning that adjacent properties would be further away from the new bridge. This option however presents significant practicality concerns, namely a greater distance needing to be travelled to cross between platforms. This will disadvantage mobility impaired users and may encourage trespass on the railway – there have been recorded incidents of persons jumping onto the track to cross the line even with the much closer temporary footbridge arrangement.



Figure 13: *Platform 1 side temporary footbridge staircase, showing the privacy screens in place for adjacent residents.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Another advantage of this proposal is that the bridge and staircases will be located within what is now a cutting, with retaining walls surrounding a reduced level excavation within which the staircases and main span trestle foundations are sited. As such, the bottom portion of the staircases will be below the level of the ground and boundary fence, with tree cover and boundary fences atop the retaining walls improving privacy even further. The parapets on the main span will be 1.8m high, preventing viewing of neighbouring gardens for the majority of users.

5: Inclusive

As discussed in Section 2, the main benefit of this proposal would be to provide step-free access between platforms for both passengers and members of the local community, where currently none is provided. This would provide Tackley with a station that can serve all passengers, and its community, equally. The structure including staircases and walkways has been designed in accordance with the Department for Transport's 'Design Standards for Accessible Railway Stations' to ensure usability. Additional Passenger Information System (PIS) screens are provided to ensure that passengers using the footbridge are provided with up-to-date travel information.



Figure 14: *Partially transparent lattice parapets aid visibility for users.*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

An additional benefit is security for users, with full lighting and CCTV coverage to be provided for the footbridge and all approach walkways. The open parapets with partially see-through lattices also improve visibility across the structure, further improving the usability and safety of the bridge.

6: Connected

As discussed previously in Section 2, this proposal will improve connectivity both for the station and Tackley as a wider community. The closure of the existing foot crossing, whilst necessary, has negatively impacted connectivity both between platforms and between Tackley and areas to the east. The temporary footbridge has only partially solved this problem, as it only allows convenient access for able bodied users without heavy items of luggage or cycles. This, in turn, has led to misuse of the crossing, as shown in Figure 15 (below):



Figure 15: *A cyclist seen walking over the tracks between platforms, despite the temporary footbridge being in place. (BBC, 2020).*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The provision of step free access with lifts and cycle wheel ramps will allow safe and convenient access for all users, including both rail passengers and local residents. This will, in turn, reduce misuse of the crossing point, improving the safety and punctuality of the route. Whilst the delays caused by trespass incidents and fatalities would indeed cause significant disruption to Tackley station users, the effect on the wider route is substantial. In addition to local services between Banbury and Oxford/Didcot, the route sees long-distance CrossCountry traffic running from Bournemouth, Southampton and Reading in the south to the Midlands and the north of England. It is also located on the core freight route from the Southampton ports towards the Midlands, North of England and Scotland. Closure due to a serious incident may disrupt thousands of journeys, cause significant disruption to international supply chains and cost the railway thousands of pounds in delay minutes. Reducing the risk of such disruption by providing convenient access is therefore of national benefit.

7: Contextual

This proposal will add significant value to the local area, by providing the community with a safe and fully accessible station fit for 21st century travelling needs. The current arrangement does not allow persons of reduced mobility or those carrying heavy items of luggage to travel south or arrive from the north. This means that residents wishing to visit the closest major settlement, Oxford, must travel north and change at Banbury, the closest fully accessible station. This adds significant travel time, meaning such users are better off seeking alternative methods of travel, most likely by road, for both leisure journeys and business commutes. Encouraging use of rail by improving accessibility therefore benefits the village too by reducing road traffic.

Provision of greater accessibility may also encourage use of the station from further afield; for instance, leisure travellers wishing to visit Tackley from the north currently may not be able to disembark from their train, potentially encouraging them to drive or discouraging them from travelling there altogether. This again may reduce traffic and increase revenue for businesses.

NR/L2/CIV/003/Form D:	Architectural and layout acceptance			
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

It will also add value for non-station users, by providing a fully-lit, secure and permanent crossing point across the railway. Cycle wheel channels will allow those carrying cycles to easily cross the bridge, and its location closer to Nethercote Road reduces the distance travelled significantly when compared to Option 2. Lifts allow persons with reduced mobility or families with pushchairs to cross the railway and access the public rights of way to the east.

8: Enhancing Heritage

The aesthetic style of the proposed structure is intended to recall the architectural styles of historic railway footbridges. Whilst there was never a footbridge installed at Tackley halt, the Great Western Railway installed wrought iron lattice footbridges across much of their network, including at Banbury to the north. This was true of many Victorian-era railway companies, with this type of structure being relatively lightweight, easy and cheap to construct and visually attractive by the standards of the time. This has led to these structures becoming synonymous with the historic railway aesthetic, with surviving examples often well appreciated by the communities they serve.

Whilst the proposed structure will be undoubtedly modern, the use of lattice panels and contrasting colours recalls this aesthetic, minimising the visual impact of a modern structure on a historic and rural area such as Tackley. This will provide a design which recognises the past of the route, the aesthetic of its surroundings but will be fully compliant with modern accessibility standards and make use of state-of-the-art materials.



Figure 16: *An assembled Legacy Vision footbridge main span, similar to the proposed main span for Tackley station (S. Khalifeh/Taziker, 2023).*

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

9: Innovative

The proposed footbridge is to introduce several innovations, chief among which will be the use of Fibre-Reinforced Polymer (FRP) as a main structural material. Currently, use of FRP within the rail industry has been limited, however several FRP structures have been installed on the network, with a prime example being the replacement station footbridge at Dawlish. FRP made for a great alternative to steel, which would corrode quickly in the moist, salty environment found there.

Use of FRP has historically been limited due to concerns regarding ultra-violet radiation resistance, cost, fire performance, load bearing capacity and constructability. More advanced FRP compounds have however tipped the balance further in its favour when compared to traditional materials. UV inhibitors embedded within the material can provide UV resistance for a minimum of 80 years, in the event that the coating system fails.

Lower maintenance costs are also a significant benefit of using FRP. The structure and coating are all designed for a minimum 120 years operational life as per Clause 10.2 of NR/L3/CIV/020. This would be true of any footbridge regardless of material, however unlike steel the FRP material will not corrode, and will only require repainting if the paintwork peels, fades or a new colour scheme is requested by the asset owner. The structure is to be maintenance free for a minimum of 25 years as per NR/L3/CIV/006.

Constructability remains an issue; FRP is an inherently hard material and as such specialised tools and blades are required to drill or cut through it. This has been partially mitigated by designing the bridge in such a way that workshop fabrication is maximised as much as is practicable, with large sections of the bridge pre-fabricated and fully bonded in the workshop being bolted together in their final positions on site.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

Fire resistance has also been significantly improved. A test section of the structure subjected to a BS 476-21:1987 'Ad-hoc fire resistance' test showed that the structure remained within the specified test parameters for deflection, integrity and insulation until the test was called off at 132 minutes – the minimum requirement for a station footbridge is 20 minutes. Testing for reaction to fire under BS EN 13501-1:2018 using unpainted material samples resulted in a classification of **B-s3,d0.** As the minimum recommended by Network Rail for station environments is **C-s2,d0**, this shows that the structure is compliant for reduction of flaming droplets and performing better than required in terms of fire behaviour, however smoke production exceeded the allowable volume.

This has led to the adoption of an FRP compound with a more smoke-resistant resin mixture, which will allow the material to achieve a B-s2,d0 or better rating, therefore achieving compliance with Network Rail requirements for station structures.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

10: Environmental

Reducing the environmental impact of the scheme through sustainable construction is a major part of this project. The main way in which the impact of the scheme has been reduced is using FRP as a main structural material, with steel use limited to connecting bolts, foundations and ancillary or non-civils components. FRP has a much lower embodied carbon per tonne than steel, as the pultrusion process for manufacturing the elements requires much lower temperatures and therefore uses significantly less energy than would be used to produce a tonne of steel. This benefit is further increased by FRP being lighter than steel, reducing the tonnage used.

To demonstrate the reduction in embodied carbon of the proposed bridge when compared to a comparable steel structure, the estimated embodied carbon for both were calculated. These calculations are given in the Appendices; please refer to these for a detailed breakdown. For comparison, a standard Network Rail 'Series 400' LMZ-type footbridge of the same span length and height was used, this being the likely conventional alternative. Earthworks, ancillary civils, M&E assets and lifts were not considered as they are likely to be largely similar for both cases, as the bridge location would be unchanged. Construction emissions such as excavation, transportation and installation were also omitted as they are likely to be comparable and affected by where the materials are sourced.

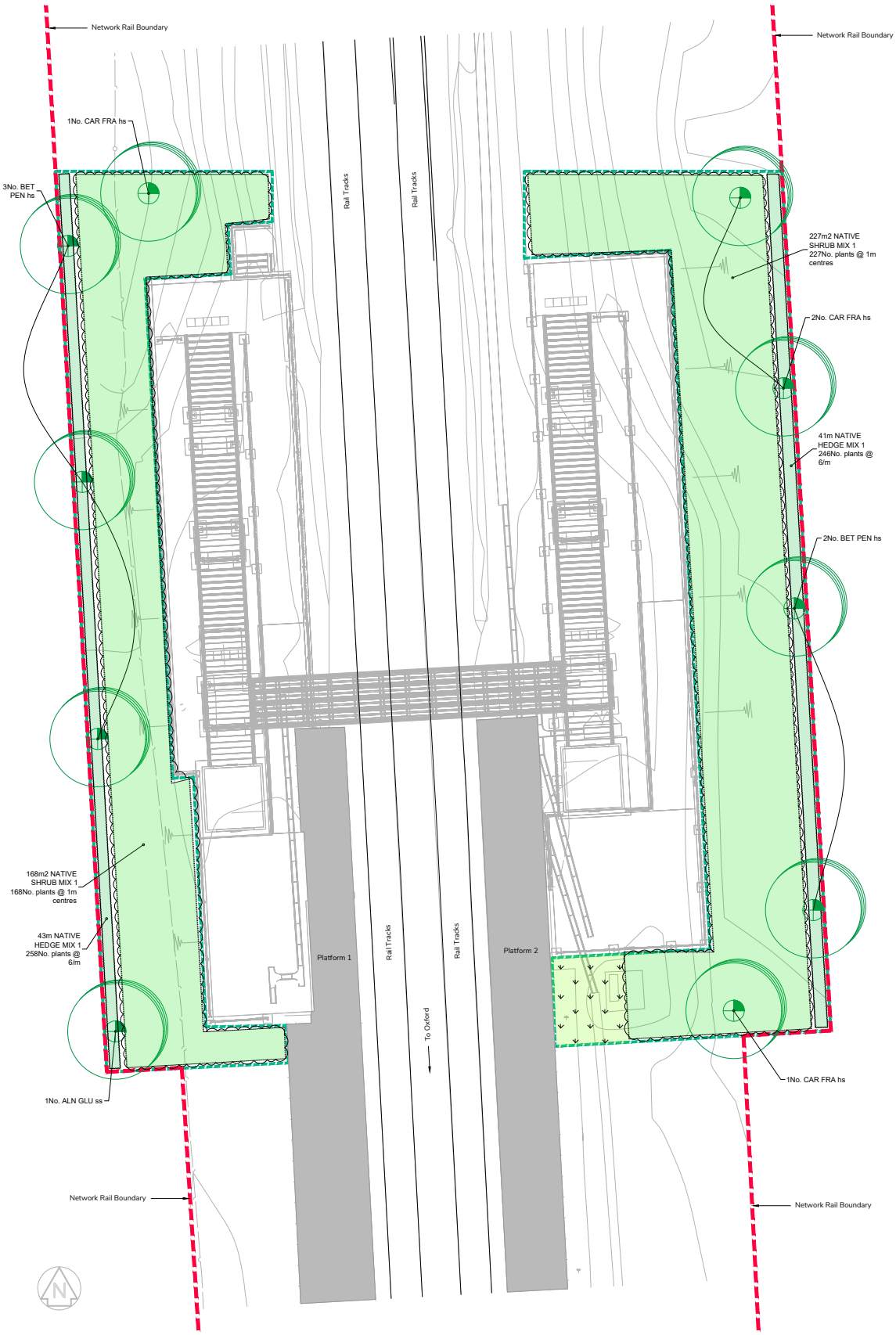
These calculations showed a reduction in embodied carbon of approximately 50%, equating to approximately 67 tonnes of carbon saved. This is a significant amount, especially as the railway works towards its ultimate goal of net zero.

To reduce the impact of adverse weather on the structure, a full drainage system is to be incorporated for the bridge deck and approach walkways. Bridge drainage is to be achieved by introducing a 1:200 longitudinal fall to the deck plates, guiding water towards drainage outlets fitted into the deck. Walkway drainage is to be provided by gullies set into the walkway surfacing; this is to be designed with appropriate factors of safety to account for increases in water volume due to climate change.

NR/L2/CIV/003/Form D: Architectural and layout acceptance				
Document reference	160474-TAZ-OXF-DCL-FOD-EAR-010001	Revision	A04	
Stage	1) Single option and/or for Planning Application 2) Approval in Principle ~~3) Detailed Design~~	Date	09.02.24	

The use of retaining walls in place of side slopes, whilst necessary due to space constrains, also provides resilience to adverse weather events by reducing the risk posed by landslides affecting the structure and the railway. Locating the structure within a cutting and with a number of large trees in a close proximity helps shelter bridge users from wind in easterly and westerly directions, especially those using the approach paths, with 1.8m high parapets protecting users from northerly and southerly gusts. Raised retaining walls with 1.8m high fences on top also protects the structure and any users from debris being blown off the embankments.

LB10



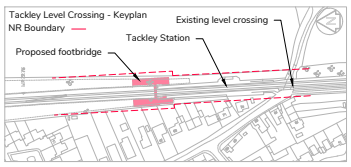
KEY

Soft Works

- Soft Landscape Boundary
- Proposed Tree
- Native Hedges
- Native Shrub Mix
- Wildflower

PLANTING NOTES:

- All work to be carried out to the satisfaction of the Landscape Architect.
- No planting position or species shall be altered without the approval of the Landscape Architect.
- Engineer to confirm foundation details in accordance with practice note 4.2 of the NHBC guide.
- Detailed foundation and drainage designs were not available when planting proposals were produced.
- All topsoil and subsoil is to be analysed by a qualified soil scientist and the findings supplied in report form including recommendations to bringing soils up to specification. The soil survey shall include analysis of representative topsoil and subsoil samples (sample numbers to be determined by the soil scientist).
- Landscape areas shall be excavated to the following minimum depths:
  Amenity Grass -150mm
  Shrub areas - 450mm
- Meadow/Wildflower areas to be installed on min 200mm graded, decompacted and cultivated subsoil. To remove unwanted weed grasses, the area shall be treated with Glyphosate prior to seed bed cultivation and left for two weeks.
- Back fill landscape areas with multi-purpose topsoil to BS 3882: 2015 to a maximum depth of 150mm for grass areas and 300mm for shrub areas with free draining subsoil below, if required soil to be de-compacted to allow good drainage. All areas where soil is to be incorporated over formerly hard areas or compacted ground, these are to be excavated a further 300mm and backfilled to below topsoil level with free draining subsoil to match PH of topsoil used on site. Following settlement of topsoil, top up areas and cultivate to depth of topsoil.
- Contractors to ensure all planting beds and tree pits are free draining.
- Trees to be selected and planted in accordance with BS 8545:2014. Tree pits to be square and 150mm wider than the rootball on all sides. The planting pit should be no deeper than the existing rootball or container depth.
- Dimensions as follows:
  Trees 14-16cm girth- 600 x 600mm, depth approx. 500-600mm depending on rootball size
  Trees 16-18cm girth- 700 x 700mm, depth approx. 600mm depending on rootball size
- The base of the tree pit should remain undisturbed, unless additional measures are specified, to avoid sinking of the rootball. The rootflare should be proud of the soil and easily visible after planting. Tree stock should be supplied with nursery line marked on tree if available from nursery and line planted flush with ground level.
- An organic fungi should be applied to all newly planted trees and shrubs to establish healthy root growth, such as Rootgrow Professional Mycorrhizal Fungi. Apply 2g per litre of pot per rootball, for container trees at 175-200cm allow 50g and for 12-14cm girth trees allow 150g per tree. The gel granules should be mixed with water as per manufacturer's instructions, the plant roots dipped into the mixture to ensure even coverage.
- Standard trees in soft landscaped areas shall be short double staked with stakes to extend min 300mm into the bottom of the tree pit. Stakes to be cut approximately 600mm above ground and secured using appropriate expanding ties. Stakes shall be removed at the earliest opportunity (approximately 3 years), when trees are established, except underground guying. Each tree pit shall incorporate a seep hose system to facilitate a hose being inserted to avoid unnecessary water loss. All trees planted in grass shall be surrounded with a min 500mm diameter circle of mulch to protect stem/trunk from strimmer damage.
- Where trees are to be planted in close proximity to public services such as foul, surface and mains water, an appropriate root barrier such as ReRoot6000 to 2000 or equivalent is to be installed to a depth below invert levels of services. Refer to engineer's drawing for root barrier locations.
- All preparations, both hard and soft under/around trees to be retained must be carried out by hand to protect roots
- All plant material procedures are to conform to the relevant British Standards (3936/4428) codes of practice. Unless otherwise specified planting is to conform to National Planting Specification.
- All shrubs are to be furnished with at least 3 strong breaks and supplied container grown unless otherwise specified ie bareroot. Shrubs to be planted in holes big enough to accommodate the plant without damaging the roots (min. 300mm deep and wide). Plants to be firmed, watered in and dead/damaged branches removed after planting.
- The use of pesticides (herbicides, insecticides, fungicides and slug pellets etc) should be discouraged to prevent cumulative fatal effects to animals via the food chain, particularly invertebrates, birds and/or mammals. Any pesticides used should be non-residual.
- A slow release fertilizer shall be applied after planting in accordance with manufacturer's instructions and soil scientist's recommendations.
- All planted areas to be mulched with a medium grade bark mulch to a minimum depth of 75mm after plants have been well watered. Mulch such as Melcourt Amenity Bark Mulch, 3-35mm, or similar. Care must be taken not to smother the plants.
- All plants in native mixes to be fitted with spiral rabbit protection guards.
- Planting will commence during the first planting season (mid Nov-mid March) after substantial completion of the site. Should planting commence outside the dormant period allow for all bare root stock to be supplied container grown.



Proposed Landscaping Layout - Option 1

Scale 1:100

PLANT SCHEDULE

TREES

QTY	CODE	PLANT NAME	STOCK	FORM	GIRTH/HEIGHT
1No.	ALN GLU ss	Alnus glutinosa	B	STD	10-12cm
5No.	BET PEN hs	Betula pendula	C 45L	STD	12-14cm
4No.	CAR FRA hs	Carpinus betulus 'Frans Fontaine'	RB	STD	12-14cm

HEDGE MIXES

PERCENT	QTY	PLANT NAME	STOCK	SIZE
84m NATIVE HEDGE MIX 1 planted @ 6/m in a Double Staggered Row				
50%	252No.	Crataegus monogyna	B Trans	60-80cm
20%	101No.	Corylus avellana	B Trans	60-80cm
20%	101No.	Cornus sanguinea	B Trans	60-80cm
5%	25No.	Ilex aquifolium	C 3L	40-60cm
5%	25No.	Rosa canina	B Trans	60-80cm

To be planted in species groups of approximately 10.

PLANT MIXES

PERCENT	QTY	PLANT NAME	STOCK	SIZE
395m2 NATIVE SHRUB MIX 1 planted @ 1m centres				
10%	40No.	Viburnum opulus	B Trans	60-80cm
10%	40No.	Viburnum lantana	B Trans	60-80cm
10%	40No.	Cornus sanguinea	B Trans	60-80cm
10%	40No.	Rhamnus frangula	B Trans	60-80cm
10%	40No.	Rhamnus catharticus	B Trans	60-80cm
10%	40No.	Ligustrum vulgare	C 3L	40-60cm
10%	40No.	Ulex europeus	C 3L	40-60cm
10%	40No.	Sambucus nigra	B Trans	60-80cm
10%	40No.	Corylus avellana	C 3L	40-60cm
5%	20No.	Ilex aquifolium	C 3L	40-60cm
5%	20No.	Taxus baccata	C 3L	40-60cm

Individual varieties to be planted in groups of approximately 10.

WILDFLOWER MEADOW:
15m2 EM3 Special General purpose Meadow mixture, by Emorsgate Seeds.

NOTES AND ABBREVIATIONS:
B = Bare root (bagged).
C = Container (or pot) grown, followed by size of the container (or pot).
FORM = Shape of tree as supplied by the nursery.
QTY = Quantity
RB = Rootballed (balled and wrapped).
STD = (clear stem) Standard.
STOCK = Root condition/protection method eg Bare root.
Trans = Transplant (or undercut seedling).

- Refer to specification for further information.
- All plants to be completely hardened off
- Substitutions to be agreed with Landscape Architect.

Rev	Date	Description	Drw	Chk	Revd	App
P01	xx.02.24	Draft	CP	NP	BKD	JDY

Status:
DRAFT

Client:
Taziker Industrial

Project:
Western and Wales
Tackley Level Crossing

Drawing:
Proposed Landscaping
Option 1

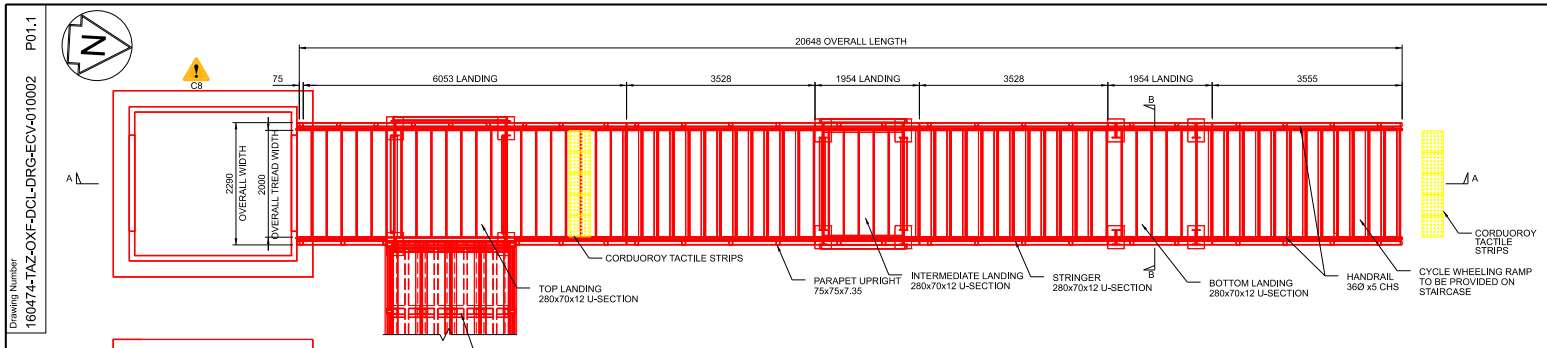
Drawing Number: LM24025-DYSE-XX-ZZ-DR-S-1001 Revision: P01

DYSE STRUCTURAL ENGINEERS

ISO A1 (594x841mm) Do Not Scale © Copyright DYSE Ltd 2024

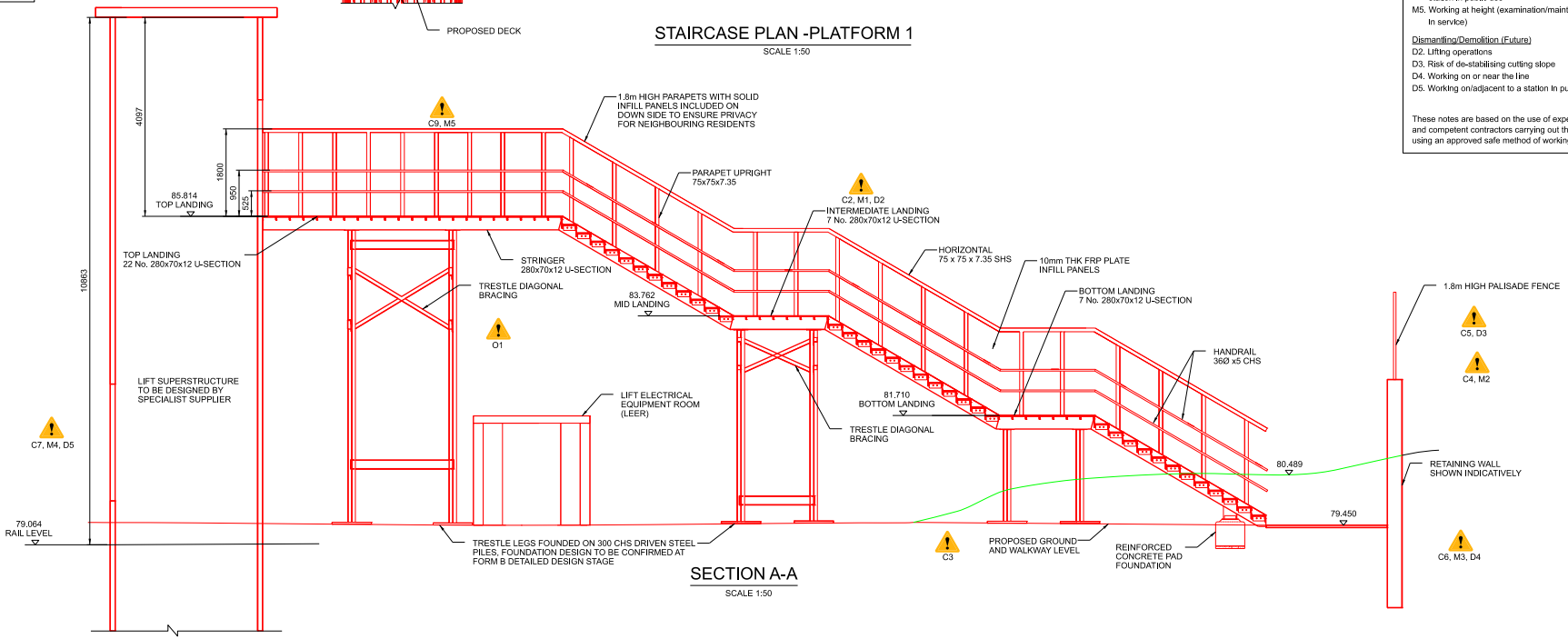
LB11

Drawing Number 160474-TAZ-OXF-DCL-DRG-ECV-010002 P01.1



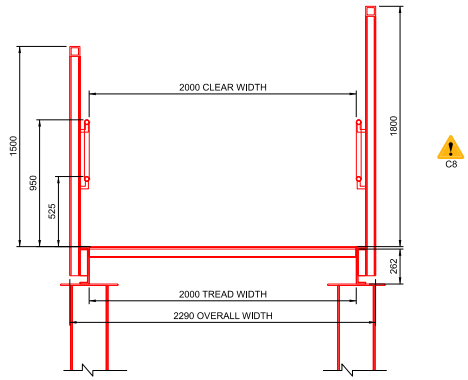
STAIRCASE PLAN -PLATFORM 1

SCALE 1:50



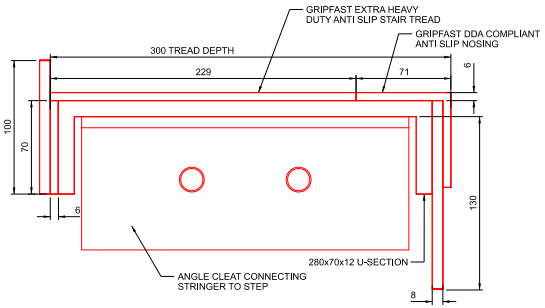
SECTION A-A

SCALE 1:50



SECTION B-B

SCALE 1:20



CROSS SECTION SHOWING STEP COMPONENTS

SCALE 1:2

Safety, Health and Environmental Information

Notes below are additional to hazards/risks normally associated with this type of work:

Construction
- C2. Lifting operations
- C3. Unforeseen ground conditions
- C4. Uneven ground at back of platform
- C5. Risk of de-stabilising cutting slope
- C6. Working on or near the line
- C7. Working in on/adjacent to a station in public use
- C8. Working adjacent to occupied residential properties
- C9. Working at height (installation)

Operations
- O1. Climbing aid formed by trestle bracing

Maintenance
- M1. Lifting operations
- M2. Uneven ground at back of platform
- M3. Working on or near the line
- M4. Working in a public environment,on/adjacent to a station in public use
- M5. Working at height (examination/maintenance In service)

Dismantling/Demolition (Future)
- D2. Lifting operations
- D3. Risk of de-stabilising cutting slope
- D4. Working on or near the line
- D5. Working on/adjacent to a station In public use

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

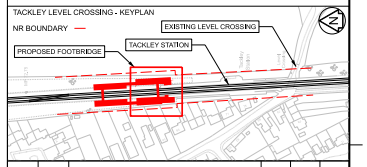
Legend/Notes

GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.
2. ALL LEVELS ARE IN METRES.

COLOUR KEY:

RED	-	NEW OR ADDITIONAL ELEMENTS
GREEN	-	REDUNDANT OR TO BE REMOVED
BLUE	-	MODIFIED OR TO BE MOVED
BLACK	-	EXISTING OR UNCHANGED
ORANGE	-	FUTURE WORK
MAGENTA	-	NEW ELEMENTS BY OTHERS



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01.1	02/11/23	Issued for AIP	JC		

Status: Initial Status WIP

Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Taziker Industrial

Location: DIDCOT - BEYOND CANNOCK ROAD JN. (DIDCOT & CHESTER LINE)

Type: CAD Drawing | Sub-type: General Arrangement

Role: Civil Engineer | Sub-Role: General

Zone: Oxford Corridor Phase 2

Phasing: Proposed | Project Stage: PACE 2 ES4

Region: Western and Wales

Contract No.: 160474

Contract Title: Tackley Level Crossing

Drawing Title: PLATFORM 1 STAIRS & LIFT

Designed	L.Brammer	Signed: Electronically Signed	Date: 02/11/23
Drawn	J.Chauhan	Signed: Electronically Signed	Date: 02/11/23
Checked		Signed	Date
Approved		Signed	Date

Scale(s): As Shown | ELR & Mileage: 72.0233 to 72.0233

Alternative Reference | Sheet of

Drawing Number: 160474-TAZ-OXF-DCL-DRG-ECV-010002 | Revision: P01.1

0 0.04 0.08 0.12 0.16 0.2m SCALE 1:2

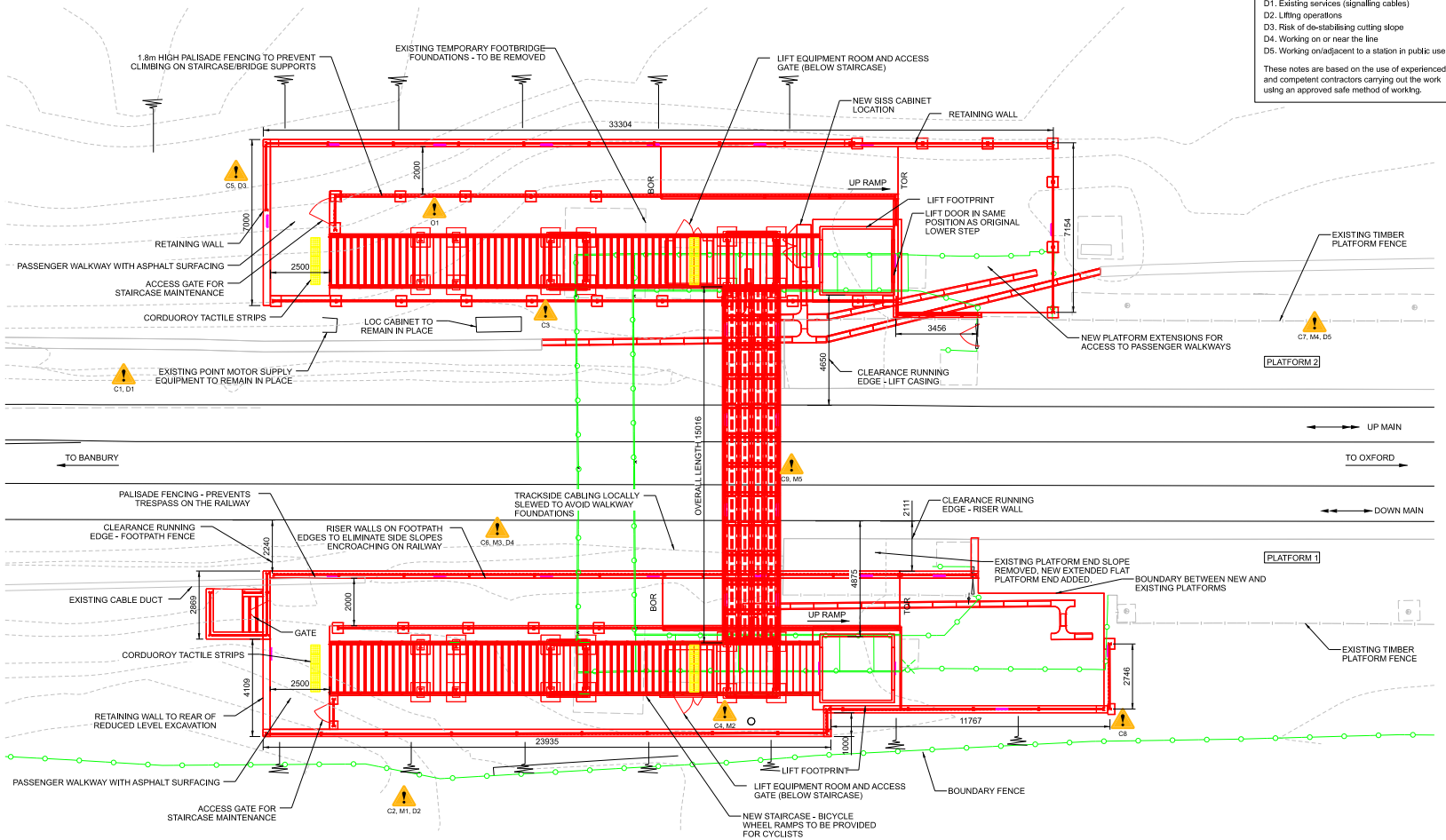
0 0.4 0.8 1.2 1.6 2.0m SCALE 1:20

0 1 2 3 4 5m SCALE 1:50

Sheet Size A1 594 x 841

LB12

Drawing Number
160474-TAZ-OXF-DCL-DRG-ECV-010001 P02.1



PLAN - OPTION 1

SCALE 1:100

0 2 4 6 8 10m

SCALE 1:100

Safety, Health and Environmental Information

Notes below are additional to hazards/risks normally associated with this type of work:

Construction
- C1. Existing services (signalling cables)
- C2. Lifting operations
- C3. Unforeseen ground conditions
- C4. Uneven ground at back of platform
- C5. Risk of de-stabilising cutting slope
- C6. Working on or near the line
- C7. Working in on/adjacent to a station in public use
- C8. Working adjacent to occupied residential properties
- C9. Working at height (installation)

Operations
- O1. Climbing aid formed by trestle bracing

Maintenance
- M1. Lifting operations
- M2. Uneven ground at back of platform
- M3. Working on or near the line
- M4. Working in a public environment,on/adjacent to a station in public use
- M5. Working at height (examination/maintenance in service)

Dismantling/Demolition (Future)
- D1. Existing services (signalling cables)
- D2. Lifting operations
- D3. Risk of de-stabilising cutting slope
- D4. Working on or near the line
- D5. Working on/adjacent to a station in public use

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

Legend/Notes

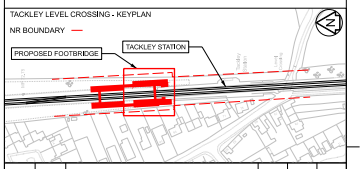
GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.
2. ALL LEVELS ARE IN METRES.

COLOUR KEY:

RED	-	NEW OR ADDITIONAL ELEMENTS
GREEN	-	REDUNDANT OR TO BE REMOVED
BLUE	-	MODIFIED OR TO BE MOVED
BLACK	-	EXISTING OR UNCHANGED
ORANGE	-	FUTURE WORK
MAGENTA	-	NEW ELEMENTS BY OTHERS

TACKLEY LEVEL CROSSING - KEYPLAN



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	09/10/23	First Issue	UM	NM	NM
P02.1	02/11/23	Issued for AIP	RS		

Status: Initial Status WIP
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Taziker Industrial

Location: DIDCOT - BEYOND CANNOCK ROAD JN. (DIDCOT & CHESTER LINE)

Type: CAD Drawing | Sub-type: General Arrangement

Role: Civil Engineer | Sub-Role: General

Zone: Oxford Corridor Phase 2

Phasing: Proposed | Project Stage: PACE 2 ES4

Region: Western and Wales

Contract No.: 160474

Contract Title: Tackley Level Crossing

Drawing Title: PROPOSED SITE GA

Designed	L. Brammer	Signed: Electronically Signed	Date: 02/11/23
Drawn	R.Singh	Signed: Electronically Signed	Date: 02/11/23
Checked		Signed: Electronically Signed	Date
Approved		Signed	Date

Scale(s): 1:100 | ELR & Mileage: 72.0233 to 72.0233

Alternative Reference | Sheet: 1 of 1

Drawing Number: 160474-TAZ-OXF-DCL-DRG-ECV-010001 | Revision: P02.1

OS map data reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright 2017. All rights reserved. Ordnance Survey licence number 0100040692

Sheet Size A1 594 x 841

LB13

temple

Creating sustainable futures

Tackley Bridge, Tackley, Oxfordshire

Preliminary Ecological Appraisal and BNG Assessment

Report for Engineering CSL LTD

Job Number	T9294			
Author	Abbie Montgomery (BSc, MRes) Jordan Whitcombe (BSc, QCIEEM)			
Version	Checked by	Approved by	Date	Type
V1.0	Sarah Ive BSc (Hons) MSc CEnv MCIEEM	Sasha Dodsworth BSc MSc MCIEEM	22/09/2023	Final
V2.0		Sasha Dodsworth BSc MSc MCIEEM	14/12/2023	Amended

Temple Ltd, The Clove Building, 4 Maguire Street, London SE1 2NQ
T. 020 7394 3700 **E**. enquiries@templegroup.co.uk **W**. www.templegroup.co.uk

Contents

Summary of Key Issues 1
1 Introduction 3
2 Methodology 7
3 Results 17
4 Potential Impacts and Recommendations 35
References 46
Appendix 1: Maps 49
Appendix 2: Photographs 53
Appendix 3: Plant Species List 57
Appendix 4: Legislation and Planning Policy 60

LIABILITY
Temple Group Limited (TGL) has prepared this report for the sole use of the commissioning party in accordance with the agreement under which our services were performed. No warranty, express or implied, is made as to the advice in this report or any other service provided by us. This report may not be relied upon by any other party without the prior written permission of Temple Group Limited. The content of this report is, at least in part, based upon information provided by others and on the assumption that all relevant information has been provided by those parties from whom it has been requested. Information obtained from any third party has not been independently verified by Temple, unless otherwise stated in the report.

COPYRIGHT
© This report is the copyright of Temple Group Limited. Any unauthorised reproduction or usage by any person is prohibited.

Summary of Key Issues

Temple (formerly Temple Group comprising The Ecology Consultancy, Temple Group and Arbeco) was commissioned by Engineering CSL LTD in July 2023 to carry out a Preliminary Ecological Appraisal (PEA) comprising of a protected species assessment and ecological evaluation to inform an outline planning application for works involving the replacement of the existing temporary footbridge with a new, permanent footbridge. A Ground Level Tree Assessment and Biodiversity Net Gain (BNG) Assessment have also been completed as part of this PEA. The main findings are as follows:

- The Site does not form part of any statutory nature conservation Site.
- The Site consisted of hardstanding in the form of the railway station platforms, footway bridge and railway track, with disturbed bare ground and broadleaved woodland following the tracks. A small section of private gardens was also found east of the Site. Overall, the habitats within the Site are considered to be of local importance, primarily due to the function of the railway embankments as an important corridor for wildlife movement.
- The PEA consisted of two Site visits in July and August 2023. During both of these surveys, it was not possible to see inside the deciduous woodland north of the footbridge due to access issues. As Option 1 (constructing the new bridge from the existing platforms) has been approved by Network Rail, the deciduous woodland will be impacted and further survey is not required.
- **Roosting bats –** The Ground Level Tree Assessment (GLTA) and Preliminary Roost Assessment found no trees or structures suitable for roosting bats.
- **Dormouse –** The deciduous woodland within the Site was assessed as being suitable for hosting dormouse. Any vegetation cleared should be preceded by a check from an ecologist to ensure no dormouse are accidentally harmed.
- **Breeding birds** -The broad-leaved semi-natural woodland and disturbed ground had potential to support common but declining species of breeding bird. To avoid significant impacts to breeding birds vegetation clearance should proceed outside the breeding period (March to August inclusive). If this is not possible, vegetation

clearance should be immediately preceded by a check for active bird nests. If any are found at any time during clearance works, works within the immediate vicinity must stop until such time that all young are confirmed to have fledged.

- **Badger –** No badger setts were identified during the initial two surveys. However, an inspection for badgers, signs of badgers and their setts should be conducted in the areas that were not accessible in the initial two surveys.
- **Reptiles –** The derelict/abandoned ground within the Site has been assessed as being suitable for hosting reptiles. It is recommended that vegetation clearance is preceded by a check by an onsite ecologist to prevent the accidental injuring or killing of reptiles.
- **Non-native invasive species –** No non-native invasive species were identified in the footprint of the Option 1 works site during the initial surveys.
- Although it is considered unlikely, should the presence of other protected species be confirmed or suspected, all works must cease immediately and the advice of a suitably qualified and experienced ecologist must be sought.
- **Biodiversity Net Gain (BNG) Assessment –** the Site was found to have a baseline value of 1.94 Biodiversity Units. This BNG assessment should be updated when the final proposals are complete to identify if this project will meet Network Rail's requirement of no net loss of biodiversity.
- In line with Network Rail's biodiversity policies, several recommendations are provided to mitigate and compensate for potential impacts to ecological receptors as outlined above, taking account of the Site's representative value as woodland and its potential significant role as a habitat corridor. These will also aim to provide a net gain in biodiversity, beneficial ecosystem services and enhance the importance of the Site for biodiversity. These include the enhancement of the existing woodland habitat, woodland creation, and the incorporation of biodiverse roofs.

1 Introduction

BACKGROUND TO COMMISSION

1.1 Temple was commissioned by Engineering CSL LTD. in July 2023 to undertake an update Preliminary Ecological Appraisal (PEA), Ground Level Tree Assessment (GLTA) and Biodiversity Net Gain (BNG) Assessment of land at Tackley Railway Station, Kidlington, Oxfordshire. The appraisal was carried out to provide ecological information to inform a detailed planning application for a replacement of the existing footbridge in Tackley Railway Station. This appraisal considers land within the planning application Site boundary (henceforth referred to as 'the Site').

1.2 The survey covered a small stretch of railway track and embankment within Tackley Railway Station located within the Site boundary as indicated by the client (see Appendix 1, Map 1).

SCOPE OF REPORT

1.3 The aim of this appraisal is to provide current baseline ecological information for the Site. This will be used to identify any potential ecological constraints associated with the proposed development and/or to identify the need for additional survey work to further evaluate any impact that may risk contravention of legislation or policy relating to protected species and nature conservation.

1.4 This appraisal is based on the following information sources:

- a desk study of the Site and land within a 1 kilometre (km) surrounding radius;
- a UK Habitat survey to identify and map the habitats present;
- a protected species assessment of the Site to identify features with potential to support legally protected species;
- an evaluation of the Site's importance for nature conservation; and
- a BNG Assessment.

1.5 This appraisal has been prepared with reference to best practice guidance published by the Chartered Institute for Ecology and Environmental Management (CIEEM, 2018) and as detailed in British Standard 42020:2013 Biodiversity - Code of Practice for Biodiversity and Development (British Standards Institute, 2013).

1.6 The BNG assessment has been completed in line with the established mitigation hierarchy (as set out in BS42020:2013 and CIEEM, 2019), whereby impacts are first avoided, then mitigated or reduced and, as a last resort, compensated for. Consideration has been made to existing habitats that will be retained and protected as part of the design process, with compensatory habitats proposed where losses are unavoidable.

1.7 The appraisal consisted of two surveys of the Site. The initial survey was conducted by Jordan Whitcombe (BSc, QCIEEM), an experienced ecologist with three years of experience carrying out ecological surveys. The follow up survey was conducted by Sarah Ive (BSc Hons, MSc, CEnv, MCIEEM), an experienced principal ecologist with over 11 years of carrying out ecological surveys.

SITE CONTEXT AND STATUS

1.8 The Site is 0.39ha in size and is centred on Ordnance Survey National Grid reference SP 48452 20542. It consisted of a small railway station south-east of the rural village of Tackley in West Oxfordshire within a flat, open landscape. The Site bordered a residential neighbourhood to the east and agricultural fields to the west. Oxford Canal and the associated deciduous woodland that follows it was found approximately 350m north-east. Other habitats around the Site included areas of grassland used for grazing with hedgerows and treelines approximately 300m south-west.

DEVELOPMENT PROPOSALS

1.9 The development proposals for the Site will involve replacing the existing, temporary bridge crossing within Tackley Station with a new, permanent bridge crossing. Option 1 has been approved by Network Rail which will involve the

construction of the new footbridge from the existing platforms and require minor vegetation clearance adjacent to the northern edge of the Station.

RELEVANT LEGISLATION AND PLANNING POLICY

1.10 The following key pieces of nature conservation legislation are relevant to this appraisal. A more detailed description of legislation is provided in Appendix 4:

- The Conservation of Habitats and Species Regulations 2017 (as amended) (commonly referred to as the Habitats Regulations);
- Wildlife and Countryside Act 1981 (as amended);
- Natural Environment and Rural Communities Act 2006;
- Wild Mammals (Protection) Act 1996; and
- The Environmental Act 2021.

1.11 The National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2021) and The Environment Act 2021 requires local authorities to avoid and minimise impacts on biodiversity and to provide net gains in biodiversity when taking planning decisions. In addition, in England, under Section 40 of the Natural Environment and Rural Communities Act 2006, all public bodies are required to have regard to biodiversity conservation when carrying out their functions.

1.12 Network Rail policy *NR/L2/ENV/015 - Environment & Social Minimum Requirements* issued by Network Rail in June 2021 states that all projects over £20,000 or a footprint of 1500m^2 which will impact biodiversity must undertake biodiversity metric calculations.

1.13 *NR/L2/EN/122* – Management of Biodiversity Standards updated by Network Rail in March 2021 states that existing (pre works) biodiversity values shall be calculated and recorded in a PEA to help determine whether the works will lead to a loss or gain of biodiversity (in terms of a biodiversity metric) once they are completed.

1.14 Other planning policies at the local level which are of relevance to this development include the Oxfordshire County Councils Strategic Plan 2022-2025 and the West Oxfordshire District Councils Local Plan 2031. Further information is provided in Appendix 4. Policy EH3 of the West Oxfordshire Local Plan 2031 requires that all developments will result in a net gain in biodiversity. Interim guidance from West Oxfordshire District Council (2021) states that all developments must achieve a 10% net gain in biodiversity in line with the Environment Bill 2021. However, requirement for net gain only applies to projects that require planning permission.

2 Methodology

DESK STUDY

2.1 The following data sources were reviewed to provide information on the location of Sites of Special Scientific Interest Impact Risk Zones, non-statutory designated sites[1], legally protected species[2], Species and Habitats of Principal Importance[3] and other notable species[4] and notable habitats[5] that have been recorded within a 1km radius of the Site and a 2km radius for statutory designated sites:

- MAGIC (MAGIC, 2016) - the Government's on-line mapping service; and
- Ordnance Survey mapping and publicly available aerial photography.

HABITAT SURVEY

2.2 Due to the difficulties of accessing the Site, two separate habitat surveys were conducted on the 9th July 2023 and the 20th of August 2023. They covered the majority of Site that could be observed, including boundary features. Habitats were described and mapped following standard UK Habitat survey methodology (UK Habitat Classification Working Group, 2018) and marked on a paper base map and subsequently digitised using ESRI ArcGIS software. Habitats were also assessed against descriptions of Habitat of Principal Importance as set out by the Joint Nature Conservation Council (Biodiversity Reporting and Information Group, 2008) where appropriate.

1 **Non-statutory sites** are designated by local authorities (e.g. Sites of Importance for Nature Conservation or Local Wildlife Sites).

2 **Legally protected species** include those listed in Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981; Schedule 2 of the Conservation of Habitats and Species Regulations 2017 (as amended); or in the Protection of Badgers Act 1992 (as amended).

3 **Species of Principal Importance** are those listed on Section 41 of the Natural Environment and Rural Communities Act, 2006.

4 **Notable species** include Species of Principal Importance under the Natural Environment and Rural Communities Act 2006; Local Biodiversity Action Plan (LBAP) species; Birds of Conservation Concern (Eaton *et al.*, 2015); and/or Red Data Book/nationally notable species (JNCC, undated).

5 **Notable habitats** include Habitats of Principal Importance under the Natural Environment and Rural Communities Act, 2006; those included in an LBAP; Ancient Woodland Inventory sites; and Important Hedgerows as defined by the Hedgerow Regulations 1997.

2.3 A formal BNG assessment was conducted following the survey. The condition of each of these habitats on Site has been recorded in line with the BNG 4.0 Technical Supplement (Panks et al., 2021).

2.4 Records for dominant and notable plants are provided, as are incidental records of birds and other fauna noted during the habitat survey. These have been provided in Appendix 3.

2.5 Common names are used where widely accepted for amphibians, birds, fish, mammals, reptiles, and vascular plants. Scientific names are provided for other groups but at first mention only if there is also an accepted common name.

2.6 The Site was also surveyed for the presence of invasive plant species as defined by Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). However, detailed mapping of such species is beyond the scope of this commission and the locations on the habitat plan are indicative only.

PROTECTED AND NOTABLE SPECIES ASSESSMENT

2.7 The suitability of the Site for legally protected species was assessed on the basis of relevant desk study records[6] combined with field observations from the habitat survey. The likely importance of habitat for protected species occurrence was ranked on a scale from 'negligible' to 'present' as described in Table 2.1 (see below).

2.8 The assessment of habitat suitability for protected or notable species was based on professional judgement drawing on experience of carrying out surveys of urban and rural sites and best practice survey guidance on identifying field signs which includes that for the following species: badger (e.g. Roper, 2010); bats (Collins, 2016); great crested newt (Langton et al., 2001); otter (Chanin, 2003); reptiles (Gent and Gibson, 2003); and water vole (Dean et al., 2016).

[6] Primarily dependent on the age of the records, distance from the Site and types of habitats at the Site.

2.9 The findings of this assessment establish the need for protected species surveys that are required to achieve compliance with the relevant legislation. Surveys are commonly required for widespread species such as bats, great crested newt, reptiles and badger, but may be necessary for other species if suitable habitat is present.

2.10 Surveys may be required where a site is judged to be of low suitability for a particular species/species group. However, in some cases there may be opportunities to comply with legislation, without further survey, through precautionary measures prior to and during construction.

Table 2.1: Protected species assessment categories

Category	Description
Present	Presence confirmed from the current survey or by recent, confirmed records.
High	Habitat present provides all of the known key requirements for a given species/species group. Local records are provided by desk study. The Site is within or close to a national or regional stronghold for a particular species. Good quality surrounding habitat and good connectivity.
Moderate	Habitat present provides many of the known key requirements for a given species/species group. Several desk study records and/or Site within national distribution and with suitable surrounding habitat. Factors limiting the likelihood of occurrence may include small habitat area, barriers to movement and disturbance.
Low	Habitat present is of relatively poor quality for a given species/species group. Few or no desk study records. However, presence cannot be discounted on the basis of national distribution, nature of surrounding habitats or habitat fragmentation.
Negligible	Habitat is either absent or of very poor quality for a particular species or species group. There were no desk study records. Surrounding habitat unlikely to support wider populations of a species/species group. The Site may also be outside or peripheral to known national range for a species.

SITE EVALUATION

2.11 The Site's ecological importance has been determined broadly following guidance issued by CIEEM (2018), which ranks the nature conservation importance of a site according to a geographic scale of reference: international and European; national; regional (e.g. Greater London), metropolitan, county, vice-county or other local authority-wide area; local; site scale. In evaluating the nature conservation importance of the Site, the following factors were considered: nature conservation designations; species/habitat rarity; naturalness; fragility and connectivity to other habitats.

BIODIVERSITY NET GAIN CALCULATION

2.12 The BNG Assessment has been based on the BNG Good Practice Principals for development (Baker *et al*., 2023), the Defra Technical Supplement (Natural England NE, 2023b) and calculated using the Defra Biodiversity Metric 4.0 Calculation Tool Beta Test (NE, 2023a). Using this approach, the value of a site is quantified in Biodiversity Units, calculated based on extent and quality of the habitats present.

2.13 Habitat biodiversity unit scores are influenced by:

- distinctiveness[7] - the rarity and importance of the habitat to biodiversity at a national scale;
- condition[8] - the quality of a habitat at a point in time based on management, disturbance and other environmental factors;
- strategic significance[9] – whether the location of the development and/ or off-site work has been identified locally as significant for nature; and
- connectivity[10] – proximity of the habitat parcel to similar or related habitats.

[7] Distinctiveness is automatically determined by the Biodiversity Metric 4.0 Calculation Tool for different habitat types and allocated an appropriate weighted score.

[8] The condition of the habitats has been calculated based on the condition assessment tables in Defra's Technical Appendix (NE, 2019b), and allocated a weighted score between 1 and 3. Different condition assessment criteria are used for each broad habitat type. For certain habitat types, such as hardstanding and buildings, are allocated a distinctiveness score of 0.

[9] Strategic significance weighted scores are between 1 and 1.15.

[10] NE have developed a piece of software to determine habitat connectivity on all 'High' and 'Very High' distinctiveness habitats. All other habitats are allocated a default connectivity score of low = 1.

2.14 A UKHabs survey was carried out to provide a baseline for the BNG assessment.

2.15 These factors are attributed numerical scores and multiplied by the extent of the habitat in hectares (ha) to calculate the Biodiversity Unit score for each habitat parcel.

2.16 Linear habitats, including hedgerows, rivers and vegetated walls, are assessed separately to those that represent areas. Instead of area measures in ha these habitats are measured in length (metres, m). The number of units are calculated in the same way to habitats areas, multiplying the length by weighted scores for distinctiveness, condition, connectivity and strategic importance.

2.17 When calculating Habitat Units for proposed habitats, negative multipliers are implemented to account for difficulty factors associated with habitat establishment, temporal delays and off-site risk.

2.18 The information provided in the PEA for the Site has been used to inform the assessment for habitats present prior to the development, and information provided by the design team and client has been used to inform the assessment of habitats proposed. The Biodiversity Unit value for the Site prior to development and the Biodiversity Unit value for the Site post-development were then compared to provide an assessment of the change in unit value.

PRELIMINARY ROOST ASSESSMENT - BUILDINGS

2.19 The PRA consisted of an external inspection of all features/surfaces of the buildings/structures and an internal inspection where access allowed. The survey was conducted by Jordan Whitcombe and Sarah Ive, two experienced ecologists with two and 11 years of experience respectively.

2.20 The aim of the surveys outlined below is to establish the suitability of 14 buildings/groups of buildings within the Site to support bat roosts. The suitability of structures to support roosting bats, ranging from negligible to the presence of a confirmed roost, is assessed using the findings of the survey and the desk study.

The following criteria (Table 2.2) were used to determine the suitability of the buildings for roosting bats (taken from Collins, 2016).

Table 2.2: Assessment criteria for suitability of buildings for roosting bats.

Category	Description
Negligible	While presence cannot be absolutely discounted there were no significant visible features that could be used by bats for roosting.
Low	A structure with one or more potential roost sites that could be used by individual bats opportunistically; however, these potential roost sites do not provide enough space, shelter, protection, appropriate conditions and/or suitable surrounding habitat to be used on a regular basis or by larger numbers of bats (i.e. unlikely to be suitable for maternity or hibernation). A tree of sufficient size and age to contain Potential Roost Features (PRFs) but with none seen from the ground or features seen with only very limited roosting potential.
Moderate	A structure or tree with one or more potential roost sites that could be used by bats due to their size, shelter, protection, conditions and surrounding habitat but unlikely to support a roost of high conservation status (with respect to roost type only – the assessments in this table are made irrespective of species conservation status, which is established after presence is confirmed).
High	A structure or tree with one or more potential roost sites that are obviously suitable for use by larger numbers of bats on a more regular basis and potentially for longer periods of time due to their size, shelter, protection, conditions and surrounding habitat.
Confirmed roost[11]	Evidence indicates a building or other structure is used by bats, for example: - Bats seen roosting or observed flying from a roost or freely in the habitat; - Droppings, carcasses and feeding remains indicative of a roost; and - Bats heard 'chattering' inside on a warm day or at dusk.

2.21 The gathered information has been used to inform whether further survey is required in the form of presence/likely absence surveys comprising a suite of dusk emergence and/or dawn re-entry surveys to fully understand how bats are using the

[11] Adapted from Cowan, A. (2006) Trees and Bats. Guidance Notes 1. ArboriculturalAssociation, Cheltenham

Site and the potential impacts of the proposals on bats, or whether an assessment can be made on the basis of the building and tree inspections alone.

2.22 The PRA was carried out on the 9th July and 19th of August 2023 in suitable weather conditions. The weather conditions were as follows:

- 13°C, 0/8 oktas (cloud cover), 0/12 Beaufort (wind strength), no precipitation.
- 13°C, 0/8 oktas, 2/12 Beaufort, no precipitation

2.23 The survey comprised an external inspection of the footbridge and electrical cabinet within the Site, involving a detailed search of all accessible architectural features for bat droppings, urine staining, scratch marks, staining around suitable crevices and feeding remains. Windowpanes and other external surfaces were checked for droppings or other secondary evidence. This included external features, such as soffits and fascias, roof lining, brickwork and window casements. Any features that could potentially provide access into internal areas such as cavity walls were noted.

2.24 The survey methodology followed best practice guidelines (Mitchell-Jones 2004; Collins, 2016). Equipment used during the building inspection included an extendable ladder, close-focusing binoculars and a high-powered torch.

2.25 Finally, all buildings/structures were inspected for evidence of/potential for breeding and/or roosting birds.

GROUND LEVEL TREE ASSESSMENT

2.26 The GLTA consisted of an external inspection of all trees within the Site. Trees that were immediately outside the Site boundary were also included. The survey and assessment were undertaken by Sarah Ive, an experienced ecologist with 11 years experience carrying ecological surveys. The GLTA for trees was carried out on the 19th August 2023. Weather conditions were as follows:

- 13°C, 0/8oktas, 2/12 Beaufort, no precipitation.

2.27 All trees on Site were assessed using the Cowan Scale (Cowan, 2006) for their level of suitability for roosting bats including; loose, flaking or folded bark; cracks and fissures in limbs; woodpecker holes; or any downward-facing crevices or holes in the limbs or trunks. They were also inspected for any signs indicating possible use by bats, such as tiny scratches, rub marks and staining around access points, bat droppings in around or below access points.

2.28 The following values were assigned in considering the availability of suitable features for roosting bats:

Table 2.3: Criteria for for suitability of trees for roosting bats.

Category	Description
No value	No visible features that could be used by bats for roosting;
Low value	One or two minor features, possibly associated with feeding or night-time roosts, such as: - Sparse ivy (Hedera helix) cover; - Minor branch split or fissure; - Small areas of loose barks ; or - Features less than 10 years old.
Moderate value	Features that may provide a more secure site for individuals or small groups of bats, such as; - Dense ivy; - Significant branch splits; - Small cavities such as woodpecker holes; and - Features present for between 10 and 30 years old.
High value	Features of particular significance, suitable for high priority roosts such as maternity roosts and likely to be used by larger groups of bats, such as; - Features that provide rare or uncommon conditions in the local area; - Large cavities or extensive branch or trunk splits; - Multiple features in the same tree; and - Features present for more than 30 years that could have been used by several generations of bats.
Confirmed roost	Evidence indicating use by bats, such as: - Droppings, carcasses, feeding remains; - Bats heard 'chattering' inside on a warm day or at dusk; and - Bats seen roosting or observed flying from a feature.

2.29 The survey methodology followed best practice guidelines (Mitchell-Jones 2004; Collins, 2016). Equipment used during the inspection included close-focusing binoculars, a hand-held LED torch and a high-powered torch.

DATA VALIDITY AND LIMITATIONS

2.30 Every effort has been made to provide a comprehensive description of the Site however the following limitations apply to this assessment.

- The protected species assessment provides a preliminary view of the likelihood of protected species occurring on the Site. It should not be taken as providing a full and definitive survey of any protected species group. Additional surveys may be recommended if on the basis of the preliminary assessment or during subsequent surveys it is considered reasonably likely that protected species may be present.
- The ecological evaluation is preliminary and may change subject to the findings of further ecological surveys (should these be required).
- Even where data for a particular species group are provided in the desk study, a lack of records for a defined geographical area does not necessarily mean that there is a lack of ecological interest, the area may simply be under-recorded.
- Where only four figure grid references are provided for protected species by third parties, the precise location of species records can be difficult to determine and they could potentially be present anywhere within the given 1km x 1km square. Equally six figure grid references may be accurate to the nearest 100m only.
- The Phase 1 habitat survey does not constitute a full botanical survey or provide accurate mapping of invasive plant species. Likewise the time of year can cause greater difficulty in detecting certain plant species due to factors such as a lack of leaves or seasonal patterns of growth.
- Ecological survey data are typically valid for eighteen months (in some instances three years) dependant on a review undertaken by a professional ecologist (CIEEM, 2019).

- The desk study did not include a records search from the Local Environmental Records Centre. As such, the location of non-statutory sites, such as Local Wildlife Sites, are not known.
- The BNG assessment within this report was carried out using the Defra Metric 4.0 as requested by the client. However, Defra are making ongoing updates to the BNG calculator tool and intend to make improvements to the metric over time. Accordingly, the calculations made in this assessment may require updates to align with any future changes to the metric and best practice standards.
- As access to the north of the Site past the bridge was not possible due to issues with access to the railway, this has made it difficult to scope the Site out for roosting bats, badgers or invasive species. However, as works will be confined to the station platforms and directly adjacent to the edge of the platforms .no ecological receptors are anticipated to be impacted by this limitation.
- As the woodland on the Site could not be viewed completely, a precautionary approach has been taken when assessing the condition of this habitat.

2.31 Despite these limitations, it is considered that this report accurately reflects the habitats present, their importance for biodiversity and the potential of the Site to support protected and notable species.

3 Results

DESK STUDY

Statutory Sites of Importance for Nature Conservation

3.1 The Site is not subject to any statutory nature conservation designations.

3.2 One internationally important site is located within a 15km radius of the proposed development Site, Oxford Meadows Special Area of Conservation (SAC) (Table 3.1).

3.3 Three nationally important statutory sites, including Kirlington Quarry Site of Special Scientific Interest (SSSI), Kirlington Quarry Local Nature Reserve (LNR) and Crecy Hill LNR, are located within 2km of the Site (Table 3.1).

3.4 The Site lies with the Impact Risk Zones of several Sites of Special Scientific Interest (SSSI). These are Rushy Meadows SSSI, Meadow Barton Fen SSSI, Shipton on Cherwell and Whitehall Farm Quarries SSSI and Sheeps Banks SSSI (Table 3.1). IRZs are intended as a tool for local planning authorities to identify when specific types of development, such as infrastructure developments, may require consultation with NE regarding their potential impact on statutory designated sites. However, the Site is not within a zone that triggers consultation with Natural England.

- **Table 3.1:** Statutory Sites

Site Name	Distance from Site and orientation	Ecological Importance	Qualifying features/Description	Potential constraint
Oxford Meadows SAC	9.8km south	This site contains habitats and species of international importance.	This site is designated for containing the Annex I habitat Lowland Hay Meadows (*Alopecurus pratensis, Sanguisorba officinalis*) and the Annex II species creeping marshwort (*Apium repens*).	No
Wychwood NNR	14.2km west	This site contains habitats of	This nature reserve contains a variety of habitats, including	No

Site Name	Distance from Site and orientation	Ecological Importance	Qualifying features/Description	Potential constraint
		national importance.	flower-rich chalk grassland, beech (*Fagus sylvatica*) woodland and juniper (*Juniperus communis*) scrub. It also supports a variety of bird life, including fieldfare (*Turdus pilaris*), redwing (*Turdus iliacus*), ouzel (*Turdus torquatus*) and at least thirty butterfly species.	
Crecy Hill LNR	580m north	This site contains species that are of local importance.	This site contains large areas of grassland with a limestone bank cut during railway construction. It is home to 100 different wild flower species, including locally rare pyramidal orchid (*Anacamptis pyramidalis*), bee orchid (*Ophrys apifera*) as well as different species of invertebrates, reptiles and toads.	No
Kirtlington Quarry SSSI	1.1km south-east	None – this site is not designated for its biological features.	This site is designated for its geological features.	No
Shipton on Cherwell and Whitehall Farm Quarries SSSI	1.9km south	None – this site is not designated for its biological features.	This site is designated for its geological features.	No
Kirtlington Quarry LNR	950 south-east	This site contains habitats and species of local importance.	This site encompasses the Kirtlington Quarry. It contains chalk grassland, deciduous woodland and exposed chalk cliff faces.	No

Habitat inventories and landscape-scale conservation initiatives

Ancient woodland

3.3 There were five areas of woodland within a 2km radius of the Site appear on the Ancient Woodland Inventory (NE, 2022). There were four areas of semi-natural ancient woodland and one area of replanted ancient woodland. The closest of these is an unmanned Ancient Semi-Natural Woodland 350m west.

Habitats of Principal Importance

3.4 There were six different types of Habitat of Principal Importance located within 2km of the Site (NE, 2022). These were; Traditional Orchard, Wood Pasture and Parkland, Lowland Fen, Coastal Floodplain and Grazing Marsh, Lowland Calcareous Grassland and Deciduous Woodland. The closest of these habitats is an unnamed area of Decious Woodland 270m west of the Site.

UK HABITAT SURVEY

Site character

3.5 The majority of the Site consisted of built habitats in the form of the two station platforms, bridge and railway track (Photograph 1.) There were several vegetated habitats identified within the Site, with scattered trees, hedgerows and ephemeral/tall ruderal habitat south of the Site and deciduous woodland north of the Site. The Site was largely open, with minimal cover provided by the scattered trees and hedgerows. There was a large, well connected grassland field margin adjacent to the Site that surrounded the agricultural field (Photograph 2.).

3.6 UK Habitat types are mapped in Appendix 1 (Figure 1) with corresponding habitat areas described in Table 3.2 (see below). A description of dominant and notable species and the composition of each habitat is also provided. A full species list can be found in Appendix 3.

3.7 Photographs are located in Appendix 2.

Table 3.2: Results from Phase 1 Habitat Survey

Primary UKHabt Type	Secondary UKHab Type	Condition	Extent (m^2)	Cover %
U1E – Built linear features	107 – Railway	N/A	0.151	38.8
U1B – Developed land, sealed surface	N/A	N/A	0.048	12.3
U1B5 – Buildings	N/A	N/A	0.003	>1
W1F – Lowland mixed deciduous woodland	N/A	Poor	0.153	39.2
U1 – built up areas and gardens	230 – Garden	N/A	0.009	2.4
U1 – Built up areas and gardens.	351 – Vacant/Derelict Land	Moderate	0.025	6.4
Total	**N/A**	**N/A**	0.39	100

Habitat description

W1F – Lowland mixed deciduous woodland

3.8 The section of track north of the footbridge was surrounded by mixed deciduous woodland (Photograph 4). There was evidence of previous management, with branches cut back from the line as well as tree stumps left from felling. It formed two long patches that followed much of the track going north. The tree species identified within this habitat were frequent hawthorn, sycamore, ash and occasional blackthorn, elder, field maple and rowan. The ground flora was largely dominated by bramble, with locally dominant patches of nettle.

351 – Vacant/Derelict land

3.9 The Site contained two areas of vacant/derelict land (Photograph 3.). These consisted of patches of soil or rubble with vegetation cover. These areas were largely unmanaged and not regularly cut. This habitat consisted of frequent common couch grass, an unknown species of meadow grass, cow parsley, hedge bindweed, nettle, occasional sowthistle, knapweed, horsetail with rare sweatpea, dandelion, dead nettle, hawthorn, creeping bent, ash, bramble, common dock, hollyhock, herb Robert, rosebay willowherb, common dandelion, teasel, ivy, spurge, nipplewort,

cleavers, dove's-foot crane's-bill, creeping thistle, white dead nettle, red dead nettle, pineapple weed, broad leaved plantain, common burdock, dog rose and yellow toadflax. There were rare saplings from oak, ash, rowan, black walnut, hawthorn and field maple.

107 – Railway

3.10 The Cherwell Valley Railway Line runs through the Site. This was a two tracks wide and had no noticeable vegetation cover.

U1B5 – Buildings

3.11 There was one building and one structures within the Site. These were an electrical cabinet on the eastern platform (Photograph 5.) and the existing footbridge that crosses the track (Photograph 6.).

U1B – Developed land, sealed surface

3.12 The Site contained two concrete platforms. These had no noticeable vegetation cover.

230 – Garden

3.13 The railway borders residential properties with gardens. A small section of this Site includes parts of these gardens. As these gardens were fenced off, they could not be completely viewed. The species that could be identified from the fence line were frequent mountain cypress, honey suckle, buckthorn and rare crab apple.

PROTECTED AND INVASIVE SPECIES ASSESSMENT

3.14 The potential for the Site to support protected and/or notable species, as set out in Table 3.4 below, has been assessed using criteria provided in Table 2.1 and is based on the results of the desk study and observations made during the survey of habitats at the Site. Those legally protected species not referred to have been scoped out as it is considered that the Site does not contain habitats suitable to support them.

3.15 Key pieces of statute are summarised in Section 1 and set out in greater detail in Appendix 4.

Table 3.3: Protected Species Assessment

Ecological feature	Status[12][13]	Likelihood of occurrence	Ecological importance	Potential constraint
Bats: Roosting	HR WCA S5	**Low:** The electrical cabinet (B1) and the footbridge (B2) were assessed as having negligible potential for roosting bats. Table 3.4 provides the full results of the PRA. All trees surveyed within the Site had negligible potential for roosting bats. However, as parts of the woodland could not be viewed, there may still be trees within the Site that may have PRF suitable for roosting bats. Table 3.5 provides the full details of the GLTA.	The Site could be used by bat species of both local and national importance.	**NO:** While the woodland within the Site could not be viewed entirely and there may still be trees within the Site suitable for roosting bats under the current proposal they will not be impacted by works.

[12] The following abbreviations have been used to signify the legislation afforded different species: HR = Conservation of Habitats and Species Regulations 2017 (as amended); WCA S1 = Schedule 1 of the Wildlife and Countryside Act 1981 (as amended); WCA S5 = Schedule 5 of the Wildlife and Countryside Act 1981 (as amended); WCA S9 = Schedule 9 of the Wildlife and Countryside Act 1981 (as amended); PBA = Protection of Badgers Act 1992.

[13] The following abbreviations have been used to signify the policy of conservation assessments applying to notable species: SPI = Species of Principal Importance under the NERC Act 2006; LBAP = Local Biodiversity Action Plan species; BoCC = Birds of Conservation Concern - amber list / red list (Stanbury *et al.*, 2021); and/or RD/NN = red data book/nationally notable species (JNCC, undated).

Foraging/commuting		There were eight historic European Protected Species Mitigation (EPSM) licence application within 2km of the Site. These were licences to destroy the resting spaces of common pipistrelle, soprano pipistrelle, brown long-eared bat and barbastelle. The nearest of these was for the destruction of a common pipistrelle resting place from 2017-2023, 1.3km west of the Site. The most recent record was for the destruction of a resting space for brown long eared, common pipistrelle and common pipistrelle 1.6km south-east of the Site from 2019-2024. **Moderate:** The linear habitats (hedgerows and woodland) along the railway track provided a valuable connecting features that bats could have used to travel between foraging sites. The Site had small areas of ephemeral/tall ruderal habitat and scattered trees.		**No:** Assuming works will retain the woodland within the Site, the installation of the new bridge is not anticipated to result in the degradation of habitat suitable for foraging and commuting bats.

		These had value for foraging bats.		
Hazel dormouse	**HR** **WCA S5**	**Low:** There were wide, continuous strips of woodland that followed the railway track north of the bridge. This area of woodland is connected to larger woodlands next to Oxford canal as well as several hedges associated with the agricultural fields. The woodland present in the Site may provide a suitable habitat for hazel dormice as well as a connecting feature for their movement. There were no previous EPSM licence applications for dormouse within 2km of the Site.	Hazel dormouse is a species of both local and national importance.	**Yes:** Vegetation clearance within the woodland adjacent to the platform may result in accidental disturbance to dormice.
Great crested newt	**HR** **WCA S5**	**Low:** There are at least two ponds within 500m of the Site. These were found 380m south-west of the Site. However, the concrete platforms, housing and roads and railway track makes it unlikely that great crested newts that may use	Great crested newt is a species of national importance.	**No:** Works are not anticipated to impact great crested newts.

		these ponds would reach the Site. There was one historic survey for great crested newts identified on MAGIC. This survey was conducted between 2017-2019, 1.8km north-west of the Site. No great crested newts were found during this survey. No previous EPSM licence applications were found within 2km of the Site.		
Otter	**HR** **WCA S5**	**Negligible:** The River Cherwell is approximately 330m north-east of the Site. This river could potentially host otters. However, the distance between the Site and the river means it is unlikely that otters will be within the Site. No previous EPSM licence applications were found within 2km of the Site.	Otters are a species of national importance.	**No:** Works are not anticipated to impact otters.
Badgers	**PBA**	**Moderate:** The woodland and disturbed ground within the Site were assessed as being suitable for foraging badgers. The embankments	Badgers are a species of national importance.	**Yes:** As part of the Site could not be fully inspected, there is a risk that badgers or their

		along the railway provided some opportunity for badgers to create setts.		setts could be disturbed by works.
Birds: **Breeding**	**WCA Sections 1-8**	**Moderate:** During the PEA, several common species of birds were identified. These were wood pidgeon, wren, robin, goldfinch, rook, starling, crow, herring gull, magpie, jackdaw and collared dove. The WCA Sch1 species red kite was identified during the second survey. The Site contained disturbed land and deciduous woodland that were suitable to host nesting birds.	The Site was found to have at least one species of national importance (red kite).	**Yes:** There is a risk that works near the habitats identified could result in the accidental disturbance of nesting birds.
Reptiles	**WCA S5**	**Moderate:** The disturbed/abandoned land within the Site contained vegetation with variety of sward heights and was connected to a grass field margin around the nearby agricultural field. This habitat was assessed as having moderate potential for reptiles.	Reptiles within the Site are likely to be of local importance.	**Yes:** There is a risk that vegetation clearance may end of up in the accidental killing or injuring of common reptile species.

Invasive species	**Sch 9**	**Low:** During the PEA, no invasive non-native species were identified within the Site. However, as the Site north of the bridge, it is possible that there are invasive species within the Site that have not been identified.	The value of invasive species has been assessed as none.	**NO:** While the Site has not been completely viewed, no works are proposed in the area not inspected. As such, the works are highly unlikely to result in the accidental spread of invasive non-native species into the wild.

Table 3.4: Preliminary Roost Assessment

Building / Structure	Description	Potential Roost Features (PRFs)	Factors influencing suitability for bats	Building suitability	Evaluation
B1	Metal electrical cabinet on the eastern platform. This building appeared to be in good condition.	No PRF identified.	No PRF were identified on this building.	Negligible	This building is not anticipated to host roosting bats.
B2	Metal footbridge crossing the railway track. This bridge appeared to be in good condition with no obvious damage.	No PRF identified.	No PRF were identified on this structure.	Negligible	This structure is not anticipated to host roosting bats.

Table 3.5: Ground Level Roost Assessment

Tree Reference	Tree Species	Bat Roost Suitability	PRF	Height (m) and Orientation of PRF	Comments:
1	Ash	Negligible	N/A	N/A	No features. Semi-mature tree has x2 main trunk and is located behind a wooden fence. Tree has a dense covering of ivy. Tree has ash die-back.
2	Ash	Negligible	N/A	N/A	No features. Semi-mature tree has x2 main trunk. Tree has previously been pruned.
3	Sycamore	Negligible	N/A	N/A	No features. Semi-mature tree has previously been pruned.
4	Sycamore	Negligible	N/A	N/A	No features. Semi-mature tree has x2 main trunk. Tree has a dense covering of ivy.
5	Walnut	Negligible	N/A	N/A	No features. Mature tree.
6	Ash	Negligible	N/A	N/A	No features. Mature tree. Tree has previously been pruned. Tree has a

					dense covering of ivy on one branch. Tree has ash die-back.
7	Yew	Negligible	N/A	N/A	No features. Mature tree has previously been pruned.
8	Sycamore	Negligible	N/A	N/A	No features. Mature tree. Tree has moderate covering of ivy
9	Ash	Negligible	N/A	N/A	No features. Mature tree.
10	Sycamore	Negligible	N/A	N/A	No features. Mature tree. Viewed at a distance with binoculars.
11	Ash	Negligible	N/A	N/A	No features. Semi-mature tree. Viewed at a distance with binoculars.
12	Maple	Negligible	N/A	N/A	No features. Mature tree. Viewed at a distance with binoculars.
13	Ash	Negligible	N/A	N/A	No features. Mature tree. Viewed at a

					distance with binoculars.
14	Ash	Negligible	N/A	N/A	No features. Mature tree. Viewed at a distance with binoculars. Tree has ash die-back.

NATURE CONSERVATION EVALUATION

3.16 The Site is not subject to any nature conservation designations. It contained small areas of common and widespread habitats, none of which are Habitats of Principal Importance. It is situated on the edge of an urban area surrounded by residential property and roads and is distant from sites of habitats of nature conservation importance.

3.17 The habitats on the Site were suitable for a range of noteworthy species, including Species of Principal Importance and County (Oxfordshire) Priority species, as reported in the desk study or recorded during the survey, as follows:

- Foraging and commuting bats;
- Widespread but declining species of birds that are also species of conservation concern[14];
- Common reptile species; and
- Badgers;

3.18 The habitats at the Site and populations of the above species are likely to be of importance within the immediate vicinity of the Site only. It is unlikely that the Site would support rare species, or diverse assemblages or large populations of any noteworthy species.

3.19 If present, any populations of these species are unlikely to exceed local value, but this can only be confirmed through further survey. Measures to mitigate potential impacts on them are recommended. It is considered unlikely that the site would support any other protected or rare species, or diverse assemblages or large populations of these species.

[14] Birds of Conservation Concern - amber list / red list (Stanbury et al., 2021);

BIODIVERSITY NET GAIN ASSESSMENT

3.20 As the final design is not currently known, this BNG assessment was conducted to provide a baseline of the Site before development starts. An updated BNG will need to be conducted before works begin.

3.21 The broadleaved woodland habitats, classified as 'W1F – Lowland mixed deciduous woodland' as per UKHabs Group 2018, within the Site prior to development were considered to be of moderate distinctiveness. The disturbed ground was classified as 'Urban – Derelict or Vacant Ground'.

3.22 In line with Defra Metric 4.0 guidance, default connectivity scores of Low have been attributed to the broadleaved woodland.

3.23 For the purpose of the habitat condition assessment, the two parcels of broadleaved woodland on either side of the track have been assessed as one single habitat. This approach has also been applied to the two parcels of derelict/vacant ground.

3.24 As the woodland could not be viewed completely north of the bridge, a precautionary approach has been taken when assessing the condition of this habitat. It was assessed as being in a poor condition.

3.25 The derelict/vacant ground was assessed as being in a moderate condition.

Baseline Calculation

3.26 The biodiversity value of the habitats on site prior to construction (baseline) was found to be 1.94 Biodiversity Units. Full details of the calculations can be found within the Biodiversity Metric 4.0 Calculation Tool spreadsheet (Temple, 2023).

4 Potential Impacts and Recommendations

4.1 This section summarises the potential impacts on habitats and notable species that may be present at this Site. It also sets out the recommendations for further survey and mitigation where required. The impact assessment is preliminary and further detailed assessment and surveys will be required to assess impacts and design suitable mitigation, where appropriate.

FURTHER SURVEY AND MITIGATION

4.2 For each constraint identified as being of importance at greater than the Site level, all mitigation options provided follow the established Mitigation Hierarchy as set out in Section 5.2 of BS42020:2013. This seeks as a preference to avoid impacts then to mitigate unavoidable impacts, and, as a last resort, to compensate for unavoidable residual impacts that remain after avoidance and mitigation measures. The measures set out below will address no net loss of biodiversity, although no formal calculation of losses and gains has been carried out. Features deemed important at the Site level only are considered here only where further survey and/or mitigation is necessary to ensure legal compliance.

4.3 In the absence of mitigation, the following key ecological issues have been identified;

- Roosting bats;
- Badgers; and
- Breeding birds;

Roosting bats

4.4 All British species of bat are listed on Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of the Habitats and Species Regulations 2017 (as amended). Under this legislation it is an offence to capture, kill, disturb and damage or destroy a bat roost. Some species of bat are also Species of Principal Importance and Oxfordshire BAP species.

4.5 The GLTA did not find any trees suitable for roosting bats within the proposed Option 1 work footprint. If the proposals change and additional GLTA survey is recommended in order to assess trees that were identified using binoculars to confirm their suitability for roosting bats as well as to identify if there are any other trees suitable for roosting bats.

4.6 It is recommended that measures are implemented to minimise indirect impacts from artificial lighting associated with the proposed development. Artificial lighting should only be directed where necessary for health and safety reasons. In the interest of improving the Site for bats (as well as other nocturnal species), all lighting should only be used for the period of time for which it is required (Jones, 2000). This can be achieved by adopting any number of the following accepted best practices (Fure, 2006; Institute of Lighting Engineers, 2018; Bat Conservation Trust, 2011):

- The level of artificial lighting, including floor lighting, should be kept to an absolute minimum;
- Where this does not conflict with health and safety and/or security requirements, the Site should be kept dark during peak bat activity periods (0 to 1.5 hours after sunset and 1.5 hours before sunrise);
- Lighting required for security or for safety reasons should use a lamp of no greater than 2000 lumens (150 Watts) and should comprise of sensor-activated lamps;
- Lights utilising LED technology are the preferred option as these lights do not emit on the UV spectrum, are easily controllable in terms of direction/spill and can be turned on or off instantly;
- Avoid the use of sodium or metal halide lamps, these gas lamps require a lengthy period in which to turn off and the diffuse nature of the light emitted makes light spillage a significant problem;
- Lights required for night-time deliveries or security patrols could be set to activate with pressure activated sensors set into the ground;

- Lighting should be directed to where it is needed to minimise light spillage. This can be achieved by limiting the height of the lighting columns and by using as steep a downward angle as possible and/or a sheaf/hood/cowl that directs the light below the horizontal place and restricts the lit area;
- Artificial lighting should not directly illuminate any confirmed or potential bat roosting features or habitats of value to commuting/foraging bats. Similarly, any newly planted linear features or compensatory bat roosting features should not be directly lit; and
- Lighting design computer programs can be used to predict the potential impacts of light spillage.

Hazel dormouse

4.7 Dormice, their breeding sites and their resting places are protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).

4.8 The deciduous woodland within the Site was assessed as being suitable for hosting nesting and foraging dormice. As the Site is within the range of dormice in Oxfordshire, there is a risk that vegetation clearance within the deciduous woodland within the Site could lead to the accidental killing or injuring of this species.

4.9 It is recommended that any vegetation clearance carried out within this Site is preceded by a search by a suitably qualified ecologist to see if the vegetation contains any dormice or their nests.

Badgers

4.10 Badgers are protected under the Protection of Badgers Act 1992. Under this legislation it is an offence to wilfully capture, kill or injure a badger, to disturb badgers while in their setts or to damage, destroy, disturb or obstruct access to their setts.

4.11 Although no badgers or signs of badgers or their setts were found during the two initial surveys, it is recommended that a pre-construction walkover should include a search for badgers or their setts within 30ms of the proposed works footprint.

Breeding birds

4.12 All breeding birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended).

4.13 Where the proposed works require the removal of the woodland or vacant/derelict ground with potential to support breeding birds, this should be carried out between September and February inclusive, to avoid any potential offences relating to breeding birds during the main bird breeding season (Newton *et al*. 2011).

4.14 If Site clearance during the breeding season is unavoidable then potential nesting habitat must be inspected by a suitably qualified ecologist within 48 hours of the start of clearance to identify any active birds' nests. Should they be present, the nest and a suitable buffer of habitat around it must be retained until an ecologist has confirmed that the young have left the nest. If any nesting birds are found at any time during clearance works, works within the immediate surroundings of the nest must stop immediately and an ecologist consulted.

4.15 The PEA identified at least one sch1 bird species, red kite. It is an offence to disturb this species and extra care and mitigation should be in place to prevent any accidental disturbance tot his species during its breeding season (March-April).

Reptiles

4.16 All species of reptiles are protected from killing or injuring under the Wildlife and Countryside Act 1981 (as amended).

4.17 The derelict/abandoned ground within the Site has been assessed as being suitable for supporting common reptile species.

4.18 Any clearance of vegetation on the Site should be cleared during the reptile active season (March – October inclusive). Any vegetation clearance should be carried out in temperatures of at least 10oC, which would enable any reptiles to be displaced into suitable adjacent habitat.

4.19 This would involve would involve an ecological clerk of works (ECoW) handsearching suitable reptile habitats prior to a two-stage cut of the vegetation. The first cut would reduce the vegetation to a height of 150mm and be left for a period of 24 hours to allow any reptiles to move away from the works footprint. The vegetation would then be cut to ground level.

4.20 Where possible, any piles of bricks or stone should be retained to continue providing hibernacula spaces for reptiles. If any piles of disused bricks and mortar need to be moved, these should be dismantled by hand, under the supervision of an ecologist and moved into a new location near the original location so that the pile can still serve as a useful feature for reptiles.

Environmental best practice

4.1 Best environmental practice measures which should be implemented include:

- adherence to best construction practice including CIRIA guidance (Connolly and Charles, 2005);
- the storage of all materials and vehicles and the installation of a compound area to be confined to existing areas of hardstanding; and,
- the protection of retained trees and hedgerows in accordance with British Standards Institution (2012) BS 5837:2012 guidelines (BSI, 2012).

Other protected species

4.2 Works must stop immediately and advice sought from a suitably qualified ecologist in the unlikely event that any other protected species are found during Site clearance or construction.

FURTHER SURVEY REQUIREMENTS

4.3 Table 4.1 lists further survey requirements as recommended in the constraints section.

Table 4.1: Further survey requirements

Species/Habitat	Survey Requirement	Number of surveys and seasonal considerations
Badger	Badger walkover of the works footprint and a 30m surrounding radius	To be undertaken up to 3 months before, then re checked once the vegetation is cleared as it can be difficult to survey in dense bramble etc. This will allow time for an NE licence application should badgers be found within the Site.
Birds	Nesting bird check	If works to habitats suitable for breeding birds are required during the nesting bird season (March-September inclusive), a single check is required within 48hrs of removal of suitable habitat. Multiple checks may be required if this work extends longer than 48hrs. If any nesting birds are found at any time during clearance works, works within the immediate surroundings of the nests must stop immediately and an ecologist consulted. Any active nests must be protected until such time as the young have left the nest, as confirmed by an ecologist. Extra care should also be taken when working during the breeding season for red kites (March-April).
Dormouse	Precautionary clearance	Any clearance within the woodland on site should be preceded by a check from an ecologist to ensure that no dormice are disturbed.
Reptiles	Precautionary clearance	The deciduous woodland and derelict/abandoned habitats along the northern and southern railway embankments on Site should be cleared during the reptile active season (March – October inclusive), and should be conducted under ecological supervision.

BIODIVERISTY NET GAIN

4.4 The baseline of the BNG returned a score of 1.94.

4.5 As the final proposals of works have not been finalised, it is not known if works will lead to a net loss in biodiversity.

4.6 The updated BNG assessment should be updated when the proposals of the scheme. This BNG should be made to achieve Network Rail's target of zero net loss in biodiversity.

OPPORTUNITIES FOR ECOLOGICAL ENHANCEMENT

4.7 Planning policy at the national and local level and strategic biodiversity partnerships encourage inclusion of ecological enhancements in development projects. Ecological enhancements can also contribute to green infrastructure and ecosystem services. The following measures would be suitable for integration into the proposed development's design but would require a more detailed design to successfully implement. Subject to the design, many of these measures may also become on site compensation for the unavoidable habitat losses.

Native scrub and tree planting

4.8 It is recommended that native tree and scrub species are planted on Site post construction to replace any areas of broad-leaved semi-natural woodland and derelict/abandoned ground lost by the development and to enhance the Site and improve connectivity. Native broadleaved woodland is a Habitat of Principal Importance (HPI), and Oxfordshire Biodiversity Action Plan (BAP) habitat. To best replicate this, woodland areas should be primarily composed of native species, and diversity of species should be high. Some feature non-natives could be included, but non-natives should make up less than 10% of cover. Fallen and standing deadwood including large dead branches/stems should be included to provide habitat for invertebrates. When planting, a natural structure should be emulated, planting mixes of species rather than single species blocks; incorporate open spaces; and include scrubby or understorey species such as willow, elder, wild cherry, dog rose, hawthorn, hazel, blackthorn, wild privet, guelder rose as appropriate to the Site. Plant these along edges as well as within the main mix. Climbers can also be included to help provide a varied structure, such as honeysuckle or wild rose.

Species such as bramble may come in naturally, and add t the variety of structure and habitat value. It is recommended that native species are used of recognised wildlife value. The use of nectar-rich and berry producing plants will attract a wider range of insects, birds and mammals and continue to accommodate those already recorded at the Site. Planting native species will attract insects and provide a potential food source for bats throughout the bat activity period (spring to autumn). Suitable tree and shrub species include, silver birch, hazel, oak, apple, cherry, honeysuckle, hawthorn and elder (JNCC, 2001; BCT, Undated). If planting is not possible within the Site, planting in habitats offsite should also be explored.

4.9 Good horticultural practice should be utilised, including the use of peat-free composts, mulches and soil conditioners, native plants with local provenance and the avoidance of the use of invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended).

Woodland

4.10 The retained woodland should be managed with the general aim of maintaining and restoring the natural diversity of species, increasing the baseline condition of the woodland habitat to improve the BNG score, diversity of structure and habitats, and maintenance of mature habitat such as dead or dying trees. The general principles set out in The Management of Semi-natural Woodlands (Forestry Commission, 2003) should be followed where appropriate. This should include:

- retention of old trees and standing and fallen deadwood;
- planting of native trees such as oak, elm, ash, cherry, alder and hornbeam to aid regeneration where natural regeneration is not occurring;
- understorey species such as hawthorn, and hazel should be allowed to naturally regenerate;
- removal of any invasive non-native species;
- weeding of undesirable species, removal of invasive species and removal of vigorous bramble growth; and

- maintenance of open habitats such as rides or woodland edges which support a diversity of plant species and in turn wildlife.

4.11 All new tree planting will be in accordance with British Standard 8545: Trees: From Nursery to Independence in the Landscape – Recommendations (2014). All trees and shrubs will be sourced from suppliers who have adopted Flora Locale's Code[15] of Practice for collectors, growers and suppliers of native flora. If it is not possible to carry this out on Site, offsite enhancement should also be explored.

Wildflower grassland

4.12 Any derelict/abandoned ground lost on Site should be replaced through the creation of a wildflower grassland on Site. An appropriate mix for the Site could be Emorsgate EM7. The grassland should be managed with a relaxed cutting scheme to allow the growth of flowering plant species and provide cover for invertebrates and reptiles.

Sustainable horticulture

4.13 It is recommended that sustainable horticultural practices are employed to minimise off-site ecological impacts, when incorporating new areas of landscaping. These include:

- All native plant material should be sourced from suppliers who have adopted Flora Locale's (2012) Code of Practice for collectors, growers and suppliers of native flora;
- The use of peat-free composts and soil conditioners to reduce the loss of important peat bogs;
- Feeding of plants using organic based fertilisers and improving the soil structure by incorporating organic material, preferably composted municipal waste;

[15] http://www.florallocale.org

- The use of drought tolerant plants and mulches to reduce evaporation and the amount of mains water needed for horticulture; and
- Minimising the use of pesticides (herbicides, insecticides, and fungicides) to prevent cumulative fatal effects to animals via the food chain. Where use is unavoidable, non-residual chemicals should be applied.

Provision of bat roosting opportunities

4.14 As the Site is suitable to support bats, the provision of artificial bat roosting opportunities will be a valuable and effective enhancement for the Site. These roosting opportunities may include bat boxes located on retained trees within the Site. Bat boxes should be positioned between 3-5m above ground level facing south-east to south-west in a locations that will not be lit by artificial lighting. When incorporating more than one box, they should be placed apart from one another, ideally on different trees. Models from Schwegler such as, Improved Crevice bat box – double crevice version and 1FFH Universal bat box are appropriate for the species potentially utilising the Site. More information regarding the bat boxes are available through the Schwegler website16. These can be installed offsite if it is not possible to install these onsite.

Bird boxes

4.15 It is recommended that bird nesting opportunities are created on the Site post-development. The inclusion of woodcrete bird boxes (or equivalent) are recommended as they are available in a range of designs, are long lasting compared to wooden boxes and insulate occupants from extremes of temperature and condensation. House sparrow boxes should be located at least 3m in height, out of direct sunlight but not obscured by dense vegetation and adjacent to dense hedgerows and wildflower meadow to maximise foraging opportunities and away from areas of high foot traffic. The boxes should be cleaned out yearly during the

16 www.schwegler-natur.de

winter months (September-February) and old boxes should be replaced or repaired as necessary.

Creation of log piles and hibernacula

4.16 Log piles and hibernacula that can be used as shelters and hibernation sites for reptiles could be created on site. Specifications for log piles should be in accordance with HA DMRB, Volume 10 Section 4 Annex D (Highways Agency, 2005). These deadwood piles should be made from native hardwood stacked approximately 1m in height, either in a pyramidal shape (bound with wire to prevent them breaking apart over time) or against a semi-mature/mature tree trunk.

4.17 Hibernacula should be constructed above or below ground and should comprise native hardwood locally cut from around the Site covered with turf or moss from within the Site. Hibernacula should be approximately 1m in width and 2m in length.

References

Bat Conservation Trust. (2011). *Statement on the impact and design of artificial light on bats*. Bat Conservation Trust, London.

Biodiversity Reporting Information Group. (2008). *UK Biodiversity Action Plan; Priority Habitat Descriptions*. Peterborough

British Standards Institution. (2013). *Biodiversity. Code of practice for planning and development: 42020*. BSI, London.

British Standards Institution. (BSI). (2012). BS 5837:2012- *Trees in relation to design, demolition and construction*. BSI, London.

CIEEM. (2019) *Advice note on the lifespan of ecological survey reports & surveys.* Chartered Institute of Ecology and Environmental Management, Winchester

CIEEM. (2018) *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine (Version 1.1).* Chartered Institute of Ecology and Environmental Management, Winchester

CIEEM. (2017*) Guidelines for Preliminary Ecological Appraisal, 2nd edition.* Chartered Institute of Ecology and Environmental Management, Winchester.

Collins, J. (ed.) (2016). *Bat Surveys for Professional Ecologists: Good Practice Guidelines*. 3rd edition. The Bat Conservation Trust, London.

Department of Communities and Local Government (2012). *National Planning Policy Framework*. DCLG. London.

Eaton, M.A., Aebischer, N.J., Brown, A.F., Hearn, R.D., Lock, L., Musgrove, A.J., Noble, D.G., Stroud, D.A. and Gregory, R.D. (2015). *Birds of Conservation Concern 4: the population status of birds in the United Kingdom, Channel Islands and Isle of Man. British Birds 108, 708–746*. http://britishbirds.co.uk/wp-content/uploads/2014/07/BoCC4.pdf [Accessed 03.09.2023]

Flora Locale. (2012). *Code of Practice for Collectors, Growers and Suppliers and Native Flora: Planting with Wildlife in Mind.* [Online] Available from:

https://www.bauder.co.uk/getmedia/4ced1763-46f4-47e3-b82e-a90cd67bd68a/Flora-Locale-code-of-practice.pdf [Accessed: 03.09.2023]

Fure, A. (2006) Bats and lighting. The London Naturalist 85.

ILP, BCT. (2018) *Bats and artificial lighting in the UK: Built Environmental Series*. Guidance note 08/18, London

Institution of Lighting Professionals. (2018) *Bats and Artificial Lighting in the UK*. Guidance Note 08/18. Institution of Lighting Professionals and Bat Conservation Trust, London

JNCC (2010). *Handbook for Phase 1 Habitat Survey – A Technique for Environmental Audit*. England Field Unit, Nature Conservancy Council. Reprinted by Joint Nature Conservation Committee, Peterborough.

Jones, J. (2000) *Impact of lighting on bats*. Bat Conservation Trust, London. http://www.bats.org.uk/downloads/Helpline/lighting.pdf [Accessed 03.09.2023]

MAGIC (2016) *Multi-Agency Geographic Information for the Countryside*. https://magic.defra.gov.uk/ [Accessed 03.09.2023]

Ministry of Housing, Communities and Local Government (2019). *National Planning Policy Framework*. Ministry of Housing, Communities and Local Government, London. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf.[Accessed 03.09.2023]

Mitchell-Jones and McLeish. (2004). *Bat Workers' Manual, Joint Nature Conservation Committee.* JNCC, Peterborough

Natural England (NE). (2023). *GIS Digital Boundary Datasets – Priority Habitat Inventory.* http://www.gis.naturalengland.org.uk/pubs/gis/GIS_register.asp[Accessed 03.09.2023]

NE, Defra & Environment Agency (2016). [On-line]. *Environmental Management Guidance; Harmful Weeds and Invasive, Non-native Plants: Prevent them Spreading.* Available from https://www.gov.uk/guidance/prevent-the-spread-of-harmful-invasive-and-non-native-plants#dispose-of-invasive-non-native-plants [Accessed 03.09.2023]

NE. (2023a). *The Biodiversity Metric 4.0. Technical Supplement*. Available at: http://publications.naturalengland.org.uk/publication/5850908674228224 [Accessed 03.09.2023]

NE. (2023b). *The Biodiversity Metric 4.0. User Guide*. Available at: http://publications.naturalengland.org.uk/publication/5850908674228224 [Accessed 03.09.2023]

Oxfordshire County Council (2021) *Oxfordshire county council strategic plan 2022-2025*, Oxford, Oxfordshire

West Oxfordshire District Council (2018) West Oxfordshire Local Plan 2031, West Oxfordshire District Council, Witney, Oxfordshire

West Oxfordshire Disctrict Council (2021) *Interim Biodviersty Net Gain Guidance for Developers and Ecological Consultants in West Oxfordshire*, West Oxfordshire District Council, Witney, Oxfordshire

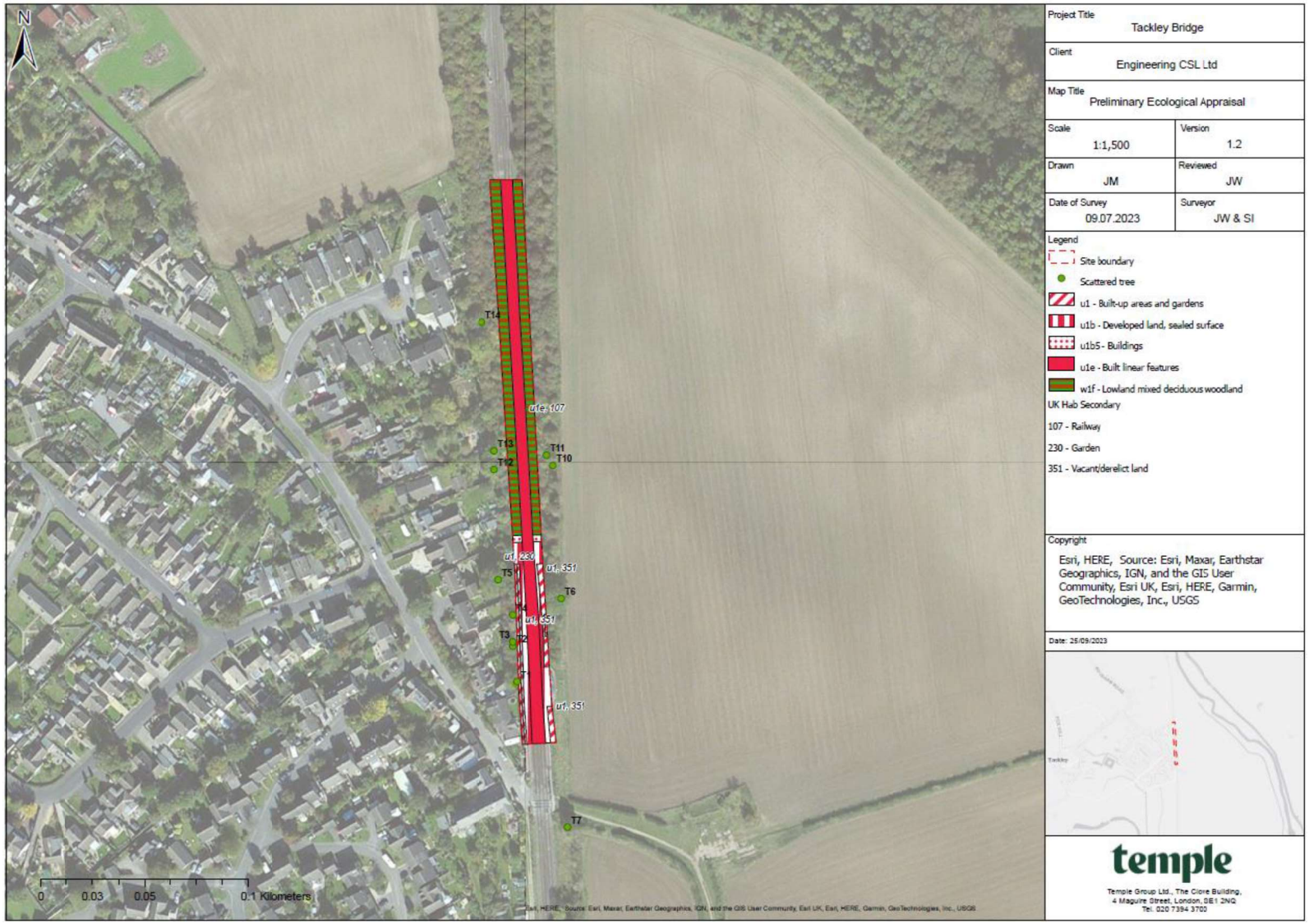
Stace, C.A. (2019). *New Flora of the British Isles* (4th Ed.). C & M Floristics, Suffolk.

Appendix 1: Maps

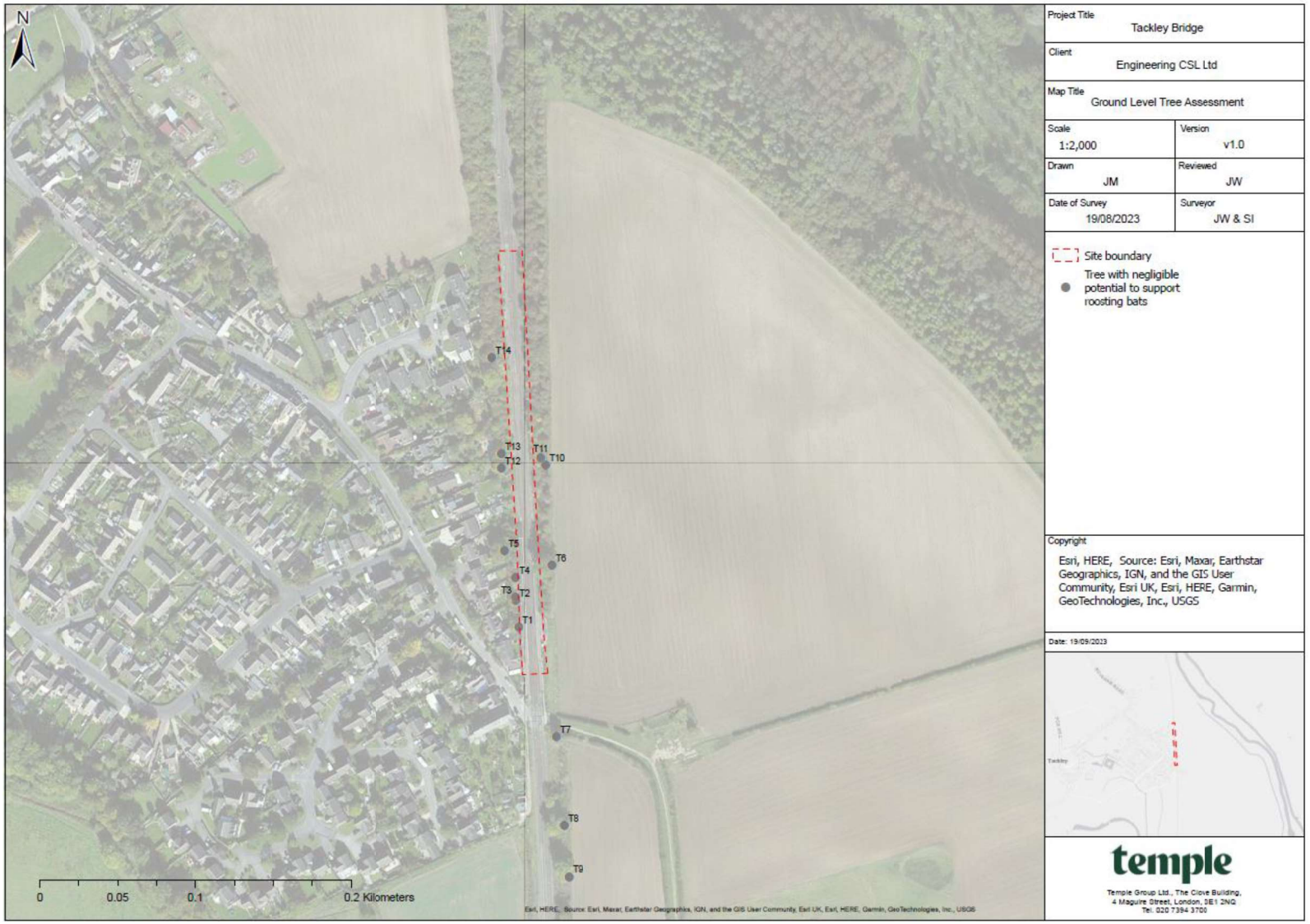
Appendix 1, Figure 1: Site context map



Appendix 1, Figure 2: Habitat survey map

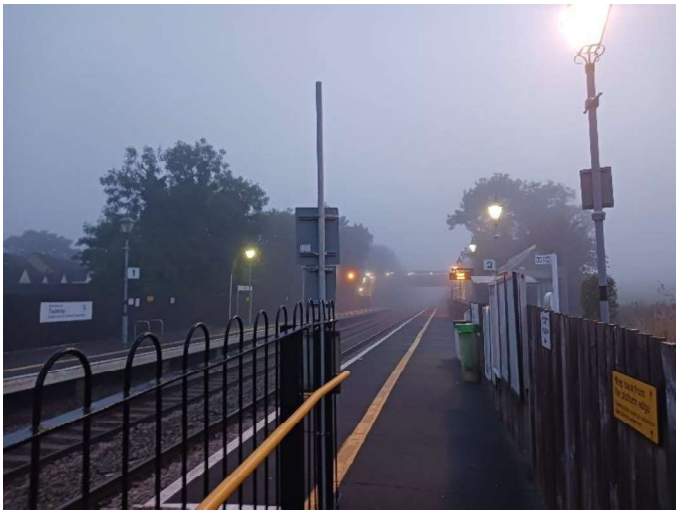


Appendix 1, Figure 3 : Results of the Ground Level Roost Assessment

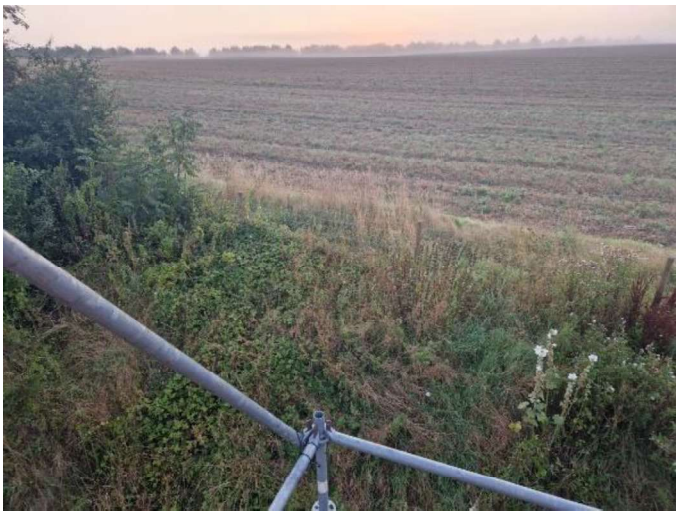


Appendix 2: Photographs

Photograph 1
View of Tackley Station from eastern platform, facing north.



Photograph 2
Neighbouring agricultural field adjacent to the Site, facing east.



Photograph 3
Disturbed ground behind eastern platform, facing south-east.



Photograph 4
View of broadleaved woodland past the footbridge, facing north.



Photograph 5
View of building B1 (electrical cabinet), facing north.



Photograph 6
View of building B2 (footbridge), facing north.



Appendix 3: Plant Species List

Plant Species List for Tackley Bridge, Tackley, Oxfordshire compiled from Phase 1 habitat survey carried out in June 2022.

Scientific nomenclature and common names for vascular plants follow Stace (2010). Please note that this plant species list was generated as part of a Phase 1 habitat survey, does not constitute a full botanical survey and should be read in conjunction with the associated results section of this PEA.

Abundance was estimated using the DAFOR scale as follows:

D = dominant, A = abundant, F = frequent, O = occasional, R = rare, L = locally c=clumped, e=edge only, g=garden origin, p=planted, y = young, s=seedling or sucker, t=tree, h=hedgerow, w=water

Latin Name	Common name	Abundance	Qualifiers
Rubus fruticosus	Bramble	D	
Urtica dioica	Nettle	D	
Poa annua	Meadow grass	F	
Anthriscus sylvestris	Cow parsley	F	
Calystegia sepium	Hedge bindweed	F	
Widdringtonia nodiflora	Mountain cypress	F	
Lonicera periclymenum	Honeysuckle	F	
Rhamnus cathartica	Buckthorn	F	
Malus sylvestris	Crab apple	F	
Crataegus monogyna	Hawthorne	F	
Acer pseudoplatanus	Sycamore	F	
Fraxinus excelsior	Ash	F	
Prunus spinosa	Blackthorn	O	
Sambucus nigra	Elder	O	
Acer campestre	Field maple	O	
Sorbus aucuparia	Rowan	O	
Sonchus oleraceus	Common sowthistle	O	
Centaurea nigra	Knapweed	O	
Equisetum arvense	Horsetail	O	
Lathyrus odoratus	sweatpea	R	
Taraxcum offcinale	Dandelion	R	
Lamium purpureum	Dead nettle	R	
Agrostis stolonifera	Creeping bent	R	
Dipsacus fullonum	Teasel	R	
Hedera helix	Ivy	R	

Latin Name	Common name	Abundance	Qualifiers
Euphorbia sp.	Spurge	R	
Lapsana communis	Nipplewort	R	
Galium aparine	Cleavers	R	
Geranium molle	Dove'sfoot cranesbill	R	
Cirsium arvense	Creeping thistle	R	
Lamium album	Whtie dead-nettle	R	
Lamium purpureum	Red deadnettle	R	
Matricaria discoidea	Pineapple weed	R	
Plantago major	Broadleaved plantain	R	
Arctium minus	Common burdock	R	
Rosa canina	Dog rose	R	
Linaria vulgaris	Yellow toadflax	R	
Quercus robur	Oak	R	
Juglans nigra	Black walnut	R	
Acer campestre	Field maple	R	

.

Appendix 4: Legislation and Planning Policy

Important Notice: This section contains details of legislation applicable in England and is provided for general guidance only. While every effort has been made to represent the current (at the time of writing) situation with respect to the UK's position outside of the EU and to ensure accuracy throughout, this section should not be relied upon as a definitive statement of the law.

Over the past few years, three important bills have been published which are intended to shape how growing pressures on the environment post-Brexit (post-transition period) are tackled. Both the Agriculture Bill and Fisheries Bill gained Royal Assent in November 2020 and are now the Agriculture Act 2020 and Fisheries Act 2020 respectively; and, more recently, the Environment Bill was passed into law in November 2021, becoming the Environment Act 2021. *N.B. as environment policy is a devolved matter, most of this Act applies to England only.*

A LEGISLATION AFFORDED TO SPECIES

The objective of the EC Habitats Directive[17] is to conserve the various species of plant and animal which are considered rare across Europe. The Directive is transposed into UK law by **The Conservation of Habitats and Species Regulations 2017 (as amended)** and **The 'Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended)**.

Various amendments to the 2017 Regulations in England and Wales have been made through the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. These changes came into effect on the 1 January 2021 following the UK's departure from the EU and the end of the Transition Period. The changes are largely limited to 'operability changes' that will ensure the Regulations can continue to have the same working effect as before.

[17] Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora

The Wildlife and Countryside Act 1981 (as amended) is a key piece of national legislation which implements the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and implements the species protection obligations of Council Directive 2009/147/EC (formerly 79/409/EEC) on the Conservation of Wild Birds (EC Birds Directive) in Great Britain.

Since the passing of the Wildlife & Countryside Act 1981, various amendments have been made, details of which can be found on www.opsi.gov.uk. Key amendments have been made through the Countryside and Rights of Way (CRoW) Act (2000).

As well as delivering long-term targets to reduce waste and improve resource efficiency and improve air and water quality targets, the **Environment Act 2021** aims to halt the decline of nature by 2030, mandates BNG for developments in England and amends the Wildlife and Countryside Act 1981 (as amended) to introduce an additional purpose for granting a protected species licence in relation to development which is 'for reasons of overriding public interest'. The Act also introduces the Office for Environmental Protection (OEP), which will be a new public body intended to hold government and public authorities to account, although the government will be able to issue guidance to the OEP on how it enforces policies and legislation.

Some of the key biodiversity elements in the Act that will have a bearing on species protection in the UK (but which do not have a current bearing on this project) include:

- A strengthened biodiversity duty on Local Planning Authorities;
- BNG to ensure developments, including Nationally Significant Infrastructure Projects (NSIP), deliver at least 10% increase in biodiversity;
- Local Nature Recovery Strategies to support a Nature Recovery Network;
- Duty upon Local Authorities to consult on street tree felling;
- Strengthen woodland protection enforcement measures;
- Conservation Covenants;
- Protected Site Strategies and Species Conservation Strategies to support the design and delivery of strategic approaches to deliver better outcomes for nature;

- Introduces the power for the Habitats Regulations to be amended or 'refocused' to 'to deliver creative public policy thinking that delivers results'.

This section does not provide further detail on the Environment Act 2021 as, at the time of writing (November 2021), the Act, in its final form, has not been published and it remains to be seen how and when the various elements will be enacted at a national and local level.

Other legislative Acts affording protection to wildlife and their habitats include:

- Salmon and Freshwater Fisheries Act 1975;
- Deer Act 1991;
- Protection of Badgers Act 1992;
- Wild Mammals (Protection) Act 1996;
- Countryside and Rights of Way (CRoW) Act 2000;
- Natural Environment & Rural Communities (NERC) Act 2006;
- The Eels (England and Wales) Regulations 2009; and
- Environment (Wales) Act 2016.

Species and species groups that are protected or otherwise regulated under the aforementioned legislation, and that are most likely to be affected by development activities, include herpetofauna (amphibians and reptiles), badger, bats, birds, dormouse, invasive species, otter, plants, red squirrel, water vole and white clawed crayfish.

Explanatory notes relating to species protected under The Conservation of Habitats and Species Regulations 2017 (as amended), which includes smooth snake, sand lizard, great crested newt, natterjack toad, all bat species, otter, dormouse and some plant, invertebrate and fish species, are given below. **These should be read in conjunction with the relevant species sections that follow.**

- In the Habitats Directive, the term 'deliberate' is interpreted as being somewhat wider than intentional and may be thought of as including an element of recklessness.

- The Conservation of Habitats and Species Regulations 2017 (as amended) does not define the act of 'migration' and therefore, as a precaution, it is recommended that short distance movement of animals for e.g. foraging, breeding or dispersal purposes are also considered where relevant.
- In order to obtain a mitigation licence for species protected under the Conservation of Habitats and Species Regulations 2017 (as amended), the application must demonstrate that it meets all of the following three 'tests': i) the action(s) are necessary for the purpose of preserving public health or safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequence of primary importance for the environment; ii) that there is no satisfactory alternative and iii) that the action authorised will not be detrimental to the maintenance of the species concerned at a favourable conservation status in their natural range.

Badger

Badgers *Meles meles* receive protection under The Protection of Badgers Act 1992 which consolidates the previous Badger Acts of 1973 and 1991 and is amended, in Scotland, by the Nature Conservation (Scotland) Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2011. The Act makes it an offence to:

- Wilfully kill, injure, take, or attempt to kill, injure or take a badger;
- Cruelly ill-treat a badger, including use of tongs and digging;
- Possess or control a dead badger or any part thereof;
- Intentionally or recklessly damage, destroy or obstruct access to a badger sett[18] or any part thereof;

[18] A badger sett is defined in the legislation as *"any structure or place which displays signs indicating current use by a badger"*. This includes seasonally used setts. NE (2009) has issued guidance on what is likely to constitute current use of a badger sett: https://webarchive.nationalarchives.gov.uk/20140605121602/http://www.naturalengland.org.uk/Images/WMLG17_tcm6-11815.pdf

- Intentionally or recklessly disturb[19] a badger when it is occupying a badger sett;
- Intentionally or recklessly cause a dog to enter a badger sett; and
- Sell or offers for sale, possesses or has under his control, a live badger.

How is the legislation pertaining to badgers liable to affect development works?

The appropriate licence (e.g. a Development Licence[20]) will be required from the relevant countryside agency (e.g. NE, Natural Resources Wales) for any development works liable to affect an active badger sett, or to disturb badgers whilst in the sett. In Wales, the Welsh Government is responsible for issuing licences in relation to agricultural and forestry operations or works to maintain or improve any existing watercourse or drainage works, or to construct new works required for the drainage of land, including works of defence against seawater or tidal water.

Depending on the nature of the works and the specifics of the sett and its environs, badgers could be disturbed by work near the sett even if there is no direct interference or damage to the sett itself. The countryside agencies have issued guidelines on what constitutes a licensable activity. N.B. there is no provision in law for the capture of badgers for development purposes and therefore it is not possible to obtain a licence to translocate badgers from one area to another.

[19] For guidance on what constitutes disturbance and other licensing queries, see NE (2006 revised 2011) Badgers & Development: A Guide to Best Practice and Licensing (IN75) https://webarchive.nationalarchives.gov.uk/20150303064749/http://publications.naturalengland.org.uk/publication/73034; NE (2009) Interpretation of 'Disturbance' in relation to badgers occupying a sett https://webarchive.nationalarchives.gov.uk/20150303064749/http://publications.naturalengland.org.uk/publication/73034; and Natural Resources Wales (2018) Badgers – A Guide for Developers https://cdn.naturalresources.wales/media/684003/badger-fact-sheet-for-developers-english.pdf?mode=pad&rnd=131620320080000000 and Guidance on working close to badger setts without a licence via https://naturalresourceswales.gov.uk/permits-and-permissions/species-licensing/uk-protected-species-licensing/badger-licences-issued-by-natural-resources-wales-and-the-welsh-government/?lang=en

[20] NE and Natural Resources Wales will only consider issuing a licence where detailed planning permission (if applicable to operation) has already been granted.

Bats

All species of bat are fully protected under The Conservation of Habitats and Species Regulations 2017 (as amended) through their inclusion on Schedule 2. Regulation 41 prohibits:

- Deliberate killing, injuring or capturing of Schedule 2 species (e.g. all bats);
- Deliberate disturbance of bat species as:
  a) to impair their ability:
    - to survive, breed, or reproduce, or to rear or nurture young; or
    - to hibernate or migrate.
  b) to affect significantly the local distribution or abundance of the species.
- Damage or destruction of a breeding site or resting place; and
- Keeping, transporting, selling, exchanging or offering for sale whether live or dead or of any part thereof.

Bats are also protected under the Wildlife and Countryside Act 1981 (as amended) in respect to sub-sections 9 (4) (b) and (c) and 9 (5) through their inclusion on Schedule 5. Under this Act, they are additionally protected from:

- Intentional or reckless disturbance while in their place of shelter (at any level)
- Intentional or reckless obstruction of access to any place of shelter or protection
- Selling, offering or exposing for sale, possession or transporting for purpose of sale.

How is the legislation pertaining to bats liable to affect development works?

The appropriate licence issued by the relevant countryside agency (e.g. NE, Natural Resources Wales) will be required for works liable to affect a bat roost or for operations likely to result in a level of disturbance which might impair their ability to undertake those activities mentioned above (e.g. survive, breed, rear young and hibernate). The licence is to derogate from the relevant legislation but also to enable appropriate mitigation measures to be put in place and their efficacy to be monitored.

Though there is no case law to date, the legislation may also be interpreted such that, in certain circumstances, important foraging areas and/or commuting routes can be regarded as being afforded protection, for example, where it can be proven that the continued usage of such areas is crucial to maintaining the integrity and long-term viability of a bat roost[21].

Birds

All wild birds, their nests and eggs are protected under Sections 1-8 of the Wildlife and Countryside Act 1981 (as amended). A wild bird is defined as any bird of a species that is resident in or is a visitor to the European Territory of any member state in a wild state. Among other things, the legislation makes it an offence to:

- Intentionally kill, injure or take any wild bird;
- Intentionally take, damage or destroy the nest of any wild bird while it is in use or being built;
- Intentionally take or destroy an egg of any wild bird; or
- Sell, offer or expose for sale, have in his possession or transport for the purpose of sale any wild bird (dead or alive) or bird egg or part thereof.

Certain species of bird, for example the barn owl *Tyto alba*, black redstart *Phoenicurus ochruros*, hobby *Falco subbuteo*, bittern *Botaurus stellaris* and kingfisher *Alcedo atthis* receive additional special protection under Schedule 1 of the Act. This affords them protection against:

- Intentional or reckless disturbance while it is building a nest or is in, on or near a nest containing eggs or young.
- Intentional or reckless disturbance of dependent young of such a bird.

[21] Garland and Markham (2008) Is important bat foraging and commuting habitat legally protected? Mammal News, No. **150**. The Mammal Society, Southampton.

How is the legislation pertaining to birds liable to affect development works?

To avoid contravention of the Wildlife and Countryside Act 1981 (as amended), works should be planned to avoid the possibility of killing or injuring any wild bird, or damaging or destroying their nests. The most effective way to reduce the likelihood of nest destruction is to undertake work outside the main bird nesting season which typically runs from March to August[22]. Where this is not feasible, it will be necessary to have any areas of suitable habitat thoroughly checked for nests prior to vegetation clearance.

Those species of bird listed on Schedule 1 are also protected against disturbance during the nesting season. Thus, it will be necessary to ensure that no potentially disturbing works are undertaken in the vicinity of the nest. The most effective way to avoid disturbance is to postpone works until the young have fledged. If this is not feasible, it may be possible to maintain an appropriate buffer zone or standoff around the nest. It should be noted that there is no threshold under which disturbance is not an offence, that is to say that disturbance need not be 'significant' for an offence to be committed.

While it is possible to obtain a licence to permit some activities that would otherwise constitute an offence, these can only be issued for specific purposes set out in the Act. This includes damage to crops, to preserve public health or safety and to preserve air safety, but does not include development, some land management and recreational activities and damage to property.

Herpetofauna (Amphibians and Reptiles)

The sand lizard *Lacerta agilis*, smooth snake *Coronella austriaca*, natterjack toad *Epidalea calamita,* great crested newt *Triturus cristatus* and pool frog *Pelophylax lessonae* receive full

[22] It should be noted that this is the main breeding period. Breeding activity may occur outside this period (depending on the particular species, geographical location of the site and vagaries of the season in any particular year) and thus due care and attention should be given when undertaking potentially disturbing works at any time of year.

protection under The Conservation of Habitats and Species Regulations 2017 (as amended) through their inclusion on Schedule 2. Regulation 41 prohibits:

- Deliberate killing, injuring or capturing of species listed on Schedule 2;
- Deliberate disturbance of any Schedule 2 species as:
  - to impair their ability:
    - to survive, breed, or reproduce, or to rear or nurture young; and
    - in the case of animals of a hibernating or migratory species, to hibernate or migrate.
  - to affect significantly the local distribution or abundance of the species.
- Deliberate taking or destroying of the eggs of a Schedule 2 species;
- Damage or destruction of a breeding site or resting place; and
- Keeping, transporting, selling, exchanging or offering for sale whether live or dead or of any part thereof.

With the exception of the pool frog, these species are also listed on Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) in respect to sub-sections 9 (4) (b) and (c) and 9 (5). The pool frog is afforded protection in respect of sub-sections 9(4) (b) and (c) for England only. Under this Act, they are additionally protected from:

- Intentional or reckless disturbance while in their place of shelter (at any level);
- Intentional or reckless obstruction of access to any place of shelter or protection; and
- Selling, offering or exposing for sale, possession or transporting for purpose of sale (excluding pool frog).

Other native species of herpetofauna are protected solely under Schedule 5 of the Wildlife & Countryside Act 1981 (as amended). Species such as the adder *Vipera berus*, grass snake *Natrix natrix*, common lizard *Zootoca vivipara* and slow-worm *Anguis fragilis* are listed in respect to sub-section 9 (1) & (5). For these species, it is prohibited to:

- Intentionally kill or injure these species; and
- Sell, offer or expose for sale, possess or transport for purpose of sale these species, or any part thereof.

Common frog *Rana temporaria*, common toad *Bufo bufo*, smooth newt *Lissotriton vulgaris* and palmate newt *L. helveticus* are listed in respect to sub-section 9 (5) only which affords them protection against sale, offering or exposing for sale, possession or transport for the purpose of sale.

How is the legislation pertaining to herpetofauna liable to affect development works?

The appropriate licence issued by the relevant countryside agency (e.g. NE, Natural Resources Wales) will be required for works liable to affect the breeding sites or resting places of those amphibian and reptile species protected under The Conservation of Habitats and Species Regulations 2017 (as amended). A licence will also be required for operations liable to result in a level of disturbance which might impair their ability to undertake those activities mentioned above (e.g. survive, breed, rear young and hibernate). The licences are to derogate from the relevant legislation but also to enable appropriate mitigation measures to be put in place and their efficacy to be monitored.

Although not licensable, appropriate mitigation measures may also be required to prevent the intentional killing or injury of adder, grass snake, common lizard and slow worm, thus avoiding contravention of the Wildlife and Countryside Act 1981 (as amended).

Wild Mammals (Protection) Act 1996

All wild mammals are protected against intentional acts of cruelty under the above legislation. This makes it an offence to:

- Mutilate, kick, beat, nail or otherwise impale, stab, burn, stone, crush, drown, drag or asphyxiate any wild mammal with intent to inflict unnecessary suffering.

To avoid possible contravention, due care and attention should be taken when carrying out works (for example operations near burrows or nests) with the potential to affect any

wild mammal in this way, regardless of whether they are legally protected through other conservation legislation or not.

Non-native species (fauna)

Under Section 14 (1) of the Wildlife and Countryside Act 1981 (as amended), it is an offence to release, or allow to escape into the wild, *any* animal that is not ordinarily resident in and is not a regular visitor to Great Britain in a wild state, or is listed on Schedule 9 of the Act. Examples of species included on Schedule 9 are signal crayfish *Pacifastacus leniusculus,* American mink *Neovison vison,* grey squirrel *Sciurus carolinensis* and European pond terrapin *Emys orbicularis*. In the main, Schedule 9 species are those that are already established in the wild, but which continue to pose a threat to the conservation of native biodiversity and habitats, such that further releases should be regulated. The Schedule also includes some native species, such as barn owl *Tyto alba*, to ensure that any releases or re-introduction programmes are undertaken in consultation with the relevant authorities and in accordance with best practice guidelines.

How is the legislation pertaining to non-native faunal species liable to affect development works?

In most cases, development works are unlikely to infringe the legislation. This is because such operations are unlikely to result in the release or escape of non-native faunal species. However, there may be circumstances, particularly where works involve watercourses or water bodies, which have the potential to exacerbate the spread of e.g. signal crayfish or certain fish or amphibian species. If this is deemed a possibility, it will be necessary to ensure appropriate preventative measures are in place prior to and during the works.

Plants and Fungi

All wild plants are protected under the Wildlife and Countryside Act 1981 (as amended). This makes it an offence for an 'unauthorised' person to intentionally uproot wild plants.

An authorised person can be the owner of the land on which the action is taken, or anybody authorised by them.

Certain rare species of plant and fungi, for example some species of orchid, red-tipped cudweed *Filago lutescens*, spiked speedwell *Veronica spicata*, holly-leaved naiad *Najas marina,* field cow wheat *Melampyrum arvense* and sandy stilt puffball *Battarraea phalloides* are also fully protected under Schedule 8 of the Wildlife and Countryside Act 1981 (as amended) in respect of Section 13. This prohibits any person:

- Intentionally picking, uprooting or destruction of any wild Schedule 8 species; and
- Selling, offering or exposing for sale, or possessing or transporting for the purpose of sale, any wild live or dead Schedule 8 plant species or part thereof.

In addition to the legislation outlined above, several plant species, such as slender naiad *Najas flexilis*, fen orchid *Liparis loeselii* and early gentian *Gentianella anglica*, are fully protected under Schedule 5 of The Conservation of Habitats and Species Regulations 2017 (as amended). These are species of European importance. Regulation 45 makes it an offence to:

- Deliberately pick, collect, cut, uproot or destroy a wild Schedule 5 species; and
- Be in possession of, or control, transport, sell or exchange, or offer for sale or exchange any wild live or dead Schedule 5 species or anything derived from such a plant.

How is the legislation pertaining to protected plants liable to affect development works?

A mitigation licence issued by the relevant countryside agency (e.g. NE, Natural Resources Wales) will be required for works liable to affect species of plant listed under The Conservation of Habitats and Species Regulations 2017 (as amended). The licence is to derogate from the relevant legislation but also to enable appropriate mitigation measures to be put in place and their efficacy to be monitored.

Invasive Plant Species

Under Section 14 (2) of the Wildlife and Countryside Act 1981 (as amended), it is an offence to plant or otherwise cause to grow in the wild any species of plant listed on Part II of Schedule 9. Schedule 9 plant species include Japanese knotweed *Fallopia japonica,* giant hogweed *Heracleum mantegazzianum* and Himalayan balsam *Impatiens glandulifera.* In the main, Schedule 9 species are those that are already established in the wild, but which continue to pose a threat to the conservation of native biodiversity and habitats, such that further releases should be regulated.

How is the legislation pertaining to invasive plants liable to affect development works?

Although it is not an offence to have these plants on your land *per se*, it is an offence to *cause* these species to grow in the wild. Therefore, if they are present on site and development activities (for example movement of spoil, disposal of cut waste or vehicular movements) have the potential to cause the further spread of these species to new areas, it will be necessary to ensure appropriate measures are in place to prevent this happening prior to the commencement of works.

As a rule, planting on managed land (private gardens, estates and amenity planting, for example), where it is expected that the spread of the plant will be kept under control, and where the plant will not have an adverse impact, is not regarded as planting in the wild and thus would not constitute an offence. However, where the plant is inadequately managed or contained and is likely to have an adverse effect, it may. Whether or not planting is an offence should therefore be judged on a case by case basis, taking into account the potential impacts on habitats and native flora and fauna, and the existence or extent of management practices to be employed[23].

Plants: Injurious Weeds

Under the Weeds Act 1959 any land owner or occupier may be required prevent the spread of certain 'injurious weeds' such as spear thistle *Cirsium vulgare*, creeping thistle

[23] Defra (2010) Guidance on Section 14 of the Wildlife and Countryside Act, 1981. [ARCHIVED CONTENT] (nationalarchives.gov.uk)

Cirsium arvense, curled dock *Rumex crispus*, broad-leaved dock *Rumex obtusifolius*, and common ragwort *Senecio jacobaea* onto agricultural land, particularly grazing areas or land which is used to produce conserved forage. It is a criminal offence to fail to comply with a notice requiring such action to be taken. The Ragwort Control Act 2003 establishes a ragwort control code of practice[24] as common ragwort is poisonous to horses and other livestock. This code provides best practice guidelines on how to prevent the spread of this species but is not legally binding.

B EUROPEAN AND NATIONAL LEGISLATION AFFORDED TO SITES AND HABITATS

As for certain species described above, habitats and sites are also protected directly through the Wildlife & Countryside Act 1981 (as amended), The Conservation of Habitats and Species Regulations 2017 (as amended) and The 'Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) through the notification, classification or designation of various protected sites as detailed below.

In addition, The Environment Act 2021 and the Water Framework Directive indirectly afford protection to non-designated habitats through the duties placed on public and private bodies to promote nature conservation and biodiversity, for example, the creation of Local Nature Recovery Strategies (LNRS) and associated Species Conservation and Protected Site strategies, and to reduce or avoid harmful activities. Many of these duties and targets form the basis for national and local planning policy and wider conservation strategies and are not covered in detail here.

[24] Defra (2004) Code of Practice on How to Prevent the Spread of Ragwort: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69264/pb9840-cop-ragwort.pdf

Statutory Site Designations: National

Nationally important areas of special scientific interest, by reason of their flora, fauna, or geological or physiographical features, are notified by the countryside agencies as statutory **Sites of Special Scientific Interest** (SSSI) under the National Parks and Access to the Countryside Act 1949 and latterly the Wildlife & Countryside Act 1981 (as amended). As well as underpinning other national designations (such as **National Nature Reserves** which are declared by the countryside agencies under the same legislation), the system also provides statutory protection for terrestrial and coastal sites which are important within a European context (formerly referred to as part of the Natura 2000 network and recently amended to the National Site Network in line with the UK's departure from the EU) and globally (such as Wetlands of International Importance) - see subsequent sections for details of these designations. Improved provisions for the protection and management of SSSI have been introduced by the Countryside and Rights of Way Act 2000.

The Wildlife & Countryside Act 1981 (as amended) also provides for the making of **Limestone Pavement Orders**, which prohibit the disturbance and removal of limestone from such designated areas, and the designation of **Marine Nature Reserves**, for which byelaws must be made to protect them.

Statutory Site Designations: International

Special Protection Areas (SPAs), together with **Special Areas of Conservation** (SACs) form the basis of the **National Site Network** (until recently, these were part of the Natura 2000 network whilst the UK was part of the EU). SPAs are identified and classified by the Government under the EC Birds Directive (Council Directive 2009/147/EC (formerly 79/409/EEC)) on the Conservation of Wild Birds) via the mechanisms set out in the Habitats Regulations (as applicable at the time of classification).

SPAs are areas of the most important habitat for rare (listed on Annex I of the Directive) and migratory birds within the European Union. Protection afforded SPAs in terrestrial

areas and territorial marine waters out to 12 nautical miles (nm) is given by The Conservation of Habitats & Species Regulations 2017 (as amended). The 'Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) provide a mechanism for the classification and protection of European Marine Sites or EMS (SPAs and SACs) in UK offshore waters (from 12-200 nm).

SACs are identified and designated under the EC Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) via the mechanisms set out in the Habitats Regulations (as applicable at the time of designation). These are areas which have been identified as best representing the range and variety of habitats and (non-bird) species listed on Annexes I and II to the Directive within the European Union. SACs in terrestrial areas and territorial marine waters out to 12 nautical miles are protected under The Conservation of Habitats & Species Regulations 2017 (as amended). The 'Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) provide a mechanism for the designation and protection of European marine sites or EMS (SACs and SPAs) in UK offshore waters (from 12-200 nm).

Ramsar sites are listed under the Convention on Wetlands of International Importance, agreed in Ramsar, Iran, in 1971. The Convention covers all aspects of wetland conservation and wise use, in particular recognizing wetlands as ecosystems that are globally important for biodiversity conservation. Wetlands can include areas of marsh, fen, peatland or water and may be natural or artificial, permanent or temporary. Wetlands may also incorporate riparian and coastal zones adjacent to the wetlands. Ramsar sites are underpinned through prior notification as Sites of Special Scientific Interest (SSSI) and as such receive statutory protection under the Wildlife & Countryside Act 1981 (as amended) with further protection provided by the Countryside and Rights of Way (CRoW) Act 2000. Policy statements have been issued by the Government highlighting the special status of Ramsar sites. This effectively extends the level of protection to that afforded to sites in England and Wales which have been designated under the EC Birds and Habitats Directives as part of the Natura 2000 network and now the National Site Network (e.g. SACs and SPAs).

Statutory Designations: Local

Under the National Parks and Access to the Countryside Act 1949 **Local Nature Reserves** (LNRs) may be declared by local authorities after consultation with the relevant countryside agency. LNRs are declared for sites holding special wildlife or geological interest at a local level and are managed for nature conservation and provide opportunities for research and education and enjoyment of nature.

Statutory Protection of Aquatic Habitats

Water Framework Directive and The Environment Act 2021

Aquatic habitats are also afforded protection under The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, which transposes the Water Framework Directive 2000/60/EC (The WFD). At its core it aims to prevent deterioration of the water environment and improve water quality by managing water in natural river basin districts, rather than by administrative boundaries. It looks at ecological, physico-chemical, quantitative and morphological aspects of the water environment and requires that improvements take account of economic aspects, including costs and benefits. Plans to improve the status of water bodies are set out in River Basin Management Plans (RBMPs). The Directive aims for 'good status' of all ground and surface water (rivers, lakes, transitional water and coastal waters) in the EU and the UK. The Environment Agency and Natural Resources Wales are the competent authorities for river basin planning in England and Wales.

Any works which could affect the hydro-morphology, ecology or water quality of any classified waterbody up to 1nm out to sea requires an assessment under the WFD to demonstrate how any adverse impacts will be mitigated and, where possible, the status of the waterbody enhanced in order to achieve the required good status targets. Construction must have no permanent, unmitigated effects which cause any deterioration in the current status of any surface-water or groundwater body. If a WFD assessment shows an activity will either cause a deterioration in the status of a water body or jeopardise a water body achieving good status, it may then be necessary to consider whether it meets the criteria for an Article 4(7) exemption[25].

The Environment Act also places a new statutory duty on government to produce a plan to reduce discharges from storm overflows, on water companies and the Environment Agency to publish data on storm overflow operation and on water companies to monitor

[25] https://circabc.europa.eu/sd/a/e0352ec3-9f3b-4d91-bdbb-939185be3e89/CIS_Guidance_Article_4_7_FINAL.PDF

the water quality upstream and downstream of storm overflows and sewage disposal works. The Act also contains a new duty on the water sector to create drainage and sewerage management plans and enables the revocation or variation of permanent abstraction licences where the change is necessary to protect the environment. This is because some older abstraction licences do not take account of fluctuating water availability and may enable too much water to be taken from the environment.

Non-Statutory Designations

Areas considered to be of local conservation interest may be designated by local authorities as a **Wildlife Site**, under a variety of names such as **Local Wildlife Sites** (LWS), **County Wildlife Sites** (CWS), **Listed Wildlife Sites** (LWS), **Local Nature Conservation Sites** (LNCS), **Sites of Biological Importance** (SBIs), **Sites of Importance for Nature Conservation** (SINCs), or **Sites of Nature Conservation Importance** (SNCIs). The criteria for designation may vary between counties.

Together with the statutory designations, these are defined in Local Plan documents under the Town and Country Planning system and are a material consideration when planning applications are being determined. The level of protection afforded to these sites through local planning policies may vary between counties.

The Hedgerow Regulations 1997

The Hedgerow Regulations 1997 are intended to protect 'important' countryside hedgerows from destruction or damage. Under the 'Wildlife and Landscape' criteria of the Regulations, a hedgerow is considered important if (a) it has existed for 30 years or more; and (b) satisfies at least one of the criteria listed in Part II of Schedule 1 of the Regulations.

Under the Regulations, it is against the law to remove or destroy important hedgerows without permission from the local planning authority. Hedgerows on or adjacent to common land, village greens, SSSIs (including all terrestrial SACs, NNRs and SPAs), LNRs, land used for agriculture or forestry and land used for the keeping or breeding of horses,

ponies or donkeys are covered by these regulations. Hedgerows *'within or marking the boundary of the curtilage of a dwelling-house'* are not.

Network Rail Policy

- *NR/L2/ENV/015 - Environment & Social Minimum Requirements* issued by Network Rail in June 2021 states that all projects over £20,000 or a footprint of 1500m^2 which will impact biodiversity must undertake biodiversity metric calculations.
- NR/L2/EN/122 - Management of Biodiversity Standards updated by Network Rail in March 2021 states that existing (pre works) biodiversity values shall be calculated and recorded in a PEA to help determine whether the works will lead to a loss or gain of biodiversity (in terms of a biodiversity metric) once they are completed.

C PLANNING POLICY

National Planning Policy Framework

The National Planning Policy Framework replaced PPS9 and emphasises the need for sustainable development. The Framework specifies the need for protection of designated sites and priority habitats and priority species (see Section D below). An emphasis is also made for the need for ecological networks via preservation, restoration and re-creation. The protection and recovery of priority species is also listed as a requirement of planning policy. In determining planning application, planning authorities should aim to conserve and enhance biodiversity by ensuring that: designated sites are protected from adverse harm; there is appropriate mitigation or compensation where significant harm cannot be avoided; opportunities to incorporate biodiversity in and around developments are encouraged; planning permission is refused for development resulting in the loss or deterioration of irreplaceable habitats including aged or veteran trees and also ancient woodland.

The Natural Environment and Rural Communities Act 2006 and The Biodiversity Duty

Section 40 of The Natural Environment and Rural Communities (NERC) Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.

Section 41 of the Act (Section 42 in Wales) requires the Secretary of State to publish a list of habitats and species which are of 'principal importance for the conservation of

biodiversity.' This list is intended to assist decision makers such as public bodies in implementing their duty under Section 40 of the Act. Under the Act these habitats and species are regarded as a material consideration in determining planning applications. A developer must show that their protection has been adequately addressed within a development proposal.

Oxfordshire County Council Strategic Plan 2022-2025

The Oxfordshire County Council Strategic Plan 2022-2025 has nine goals which area;

- Put action to address the climate emergency at the heart of our work.
- Tackle inequalities in Oxfordshire.
- Prioritise the health and wellbeing of residents.
- Support carers and the social care system.
- Invest in an inclusive, integrates and sustainable transport network.
- Preserve and improve access to nature and green spaces.
- Create opportunities for children and young people to reach their full potential.
- Play out part in a vibrant and participatory local democracy.
- Work with local business and partners for environmental, economic and social benefit.

The policy contains broad goals to "Accelerate work on supporting biodiversity and nature recovery in parallel with adaptation to climate change, including potential impacts of extreme weather and supply chain disruption.".

WEST OXFORDSHIRE LOCAL PLAN 2031

Policy EH2: Landscape Character

"The quality, character and distinctiveness of West Oxfordshire's natural environment, including its landscape, cultural and historic value, tranquillity, geology, countryside, soil and biodiversity, will be conserved and enhanced. New development should conserve and, where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape, including individual or groups of features and their settings, such as stone walls, trees, hedges, woodlands, rivers, streams and ponds.

Conditions may be imposed on development proposals to ensure every opportunity is made to retain such features and ensure their long-term survival through appropriate management and restoration. Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures which can be secured to the satisfaction of the Council. Proposed development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible. Special attention and protection will be given to the landscape and biodiversity of the Lower Windrush Valley Project, the Windrush in Witney Project Area and the Wychwood Project Area."

Policy EH3: Biodiversity and Geodiversity

"The biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity, including by:

- Giving sites and species of international nature conservation importance and nationally impor tant sites of special scientific interest the highest level of protection from any development that will have an adverse impact
- Requiring a Habitats Regulations Assessment to be undertaken of any development proposal that is likely to have a significant adverse effect, either alone or in combination, on the Oxford Meadows SAC, particularly in relation to air quality and nitrogen oxide emissions and deposition;
- Avoiding loss, deterioration or harm to locally important wildlife and geological sites and sites supporting irreplaceable habitats (including ancient woodland, Plantations on Ancient Woodland Sites and aged or veteran trees), UK priority habitats and priority species, except in exceptional circumstances where the importance of the development significantly and demonstrably outweighs the harm and the harm can be mitigated through appropriate measures and a net gain in biodiversity is secured;
- Ensuring development works towards achieving the aims and objectives of the Conservation Target Areas (CTAs) and Nature Improvement Areas (NIAs);

- Promoting conservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, particularly within the CTAs and NIAs;
- Taking all opportunities to enhance the biodiversity of the site or the locality, especially where this will help deliver networks of biodiversity and green infrastructure and UK priority habitats and species targets and meet the aims of CTAs;
- Ensuring that all applications that might adversely affect biodiversity are accompanied by adequate ecological survey information in accordance with BS 42020:2013 unless alternative approaches are agreed as being appropriate with the District Council's ecologist;
- All major and minor applications demonstrating a net gain in biodiversity where possible. For major applications this should be demonstrated in a quantifiable way through the use of a Biodiversity Impact Assessment Calculator (BIAC) based on that described in the DEFRA Biodiversity Offsetting guidance or a suitably amended version. For minor applications a BIAC will not usually be required but might be requested at the Council's discretion;
- All development incorporating biodiversity enhancement features.

All developments will be expected to provide towards the provision of necessary enhancements in areas of biodiversity importance."

- 8.12 – The landscape and biodiversity of an area are inter-related. In the same way as West Oxfordshire has a rich and diverse landscape, so too does it contain a rich variety of habitats, which support a wide range of legally protected species, priority species and other wildlife (including those listed in the NERC Act Section 41 list). Both reflect the underlying soils and geological diversity of the area. About 4% of the District's countryside falls within sites identified for their biodiversity or geological importance, including 29 Sites of Special Scientific Interest and the internationally important Cassington Meadows Special Area of Conservation (SAC), part of the Oxford Meadow.
- 8.13 – However, the bulk of wildlife lives outside nature reserves and specifically protected areas so, in order to meet the Government's aim of minimising impacts on biodiversity and achieving net gains and improvements for nature (helping to meet the international commitment of halting and reversing the decline of biodiversity by 2020), it is important that biodiversity is carefully considered in

relation to all development proposals. British Standards BS 42020: 2013 'Biodiversity – Code of practice for planning and development', provides clear guidance on biodiversity conservation and enhancement, which the Council expects will be applied as good practice.

- 8.14 – Biodiversity protection and enhancement provides clear benefits to nature but the benefits are far wider than this alone. Nature's services – using the ecosystem services approach advocated by the Government through the Natural Environment White Paper – include: cultural services to people and the economy (such as the role fulfilled by the Wychwood National Nature Reserve in terms of sense of place, recreation, tourism and education); regulating services (e.g. the water meadows along the River Thames and its tributaries providing natural flood relief and water purification and improving water quality); and provisioning services (ranging from wine and cider to food and timber production from our countryside).
- 8.15 – In recognition of their wide ranging benefits, the protection of West Oxfordshire's wildlife and the conservation, enhancement and restoration of its biodiversity and geodiversity are promoted. A strategic approach is advocated, giving recognition to the contributions made by sites, areas and features, individually (following the national hierarchical approach to site and species protection29) and in combination to wider ecological networks. Within the NPPF, Section 11 and Paragraph 109 and 118 are of particular relevance, along with the accompanying PPG.
- 8.16 – Networks of natural habitats provide a particularly valuable resource and need protection and, where possible, reinforcement, integration and expansion, creating links between fragmented habitats to create greater coherence and resilience, not least because this will increase the opportunity for species and habitats to adapt to climate change and other pressures. Landscape features such as hedgerows, woods, rivers, meadows, ponds and floodplains can be invaluable components of these networks, providing wildlife corridors and stepping-stones in both urban and rural areas. The early identification of features of value is needed in any development proposal to 29 Circular 06/2005 provides guidance in respect of statutory obligations for biological conservation and their impact within the planning system. Section 11 of the NPPF is also of particular relevance. ensure adequate measures are taken for their incorporation, enhancement and protection. In order to identify how such features within a development site form part of a wider ecological network, the landscape context of the site and the habitat connectivity beyond its boundaries should be taken into account.
- 8.17 – A partnership of conservation bodies in Oxfordshire (formerly the Oxfordshire Nature Conservation Forum and now Wild Oxfordshire) has assessed

the county's key strategic habitats and species and devised Conservation Target Areas (CTA) - see Figure 8c. These are the most important areas for wildlife conservation where targeted conservation action will have the greatest benefit. The main aim within CTAs is to restore biodiversity at a landscape-scale through maintenance, restoration and creation of UK priority habitats and areas for priority species.

- 8.18 – In planning terms, CTAs can be considered as potential areas of ecological constraint and, more positively, as areas of ecological opportunity. Development proposed within or close to a CTA should identify the biodiversity constraints and opportunities and show how the proposal will help to achieve the aims of the CTA. West Oxfordshire CTAs include the Upper Windrush and Wychwood Forest.
- 8.19 – The creation of coherent and resilient large scale ecological networks is being encouraged by the Government through the establishment of Nature Improvement Areas (NIAs), where the aim is to achieve significant and demonstrable enhancement through partnership working. It is intended that during the Plan period, new, locally determined, NIAs will be identified and established in the county. The CTAs, Strategic Green Infrastructure and Natural Character Areas are likely to form the core of these NIAs. The Cotswolds Ecological Networks Partnership has already identified two Cotswolds NIAs; extensive parts of West Oxfordshire are covered by the Cotswolds Valleys NIA.

Policy EH3: Biodiversity and Geodiversity

"High design quality is central to the strategy for West Oxfordshire. New development should respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings and should:

- Demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced; and
- Not harm the use or enjoyment of land and buildings nearby including living conditions in residential properties; and
- Demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures; and
- Conserve or enhance areas, buildings and features of historic, architectural and environmental significance, including both designated and non-designated heritage assets and habitats of biodiversity value; and

- Enhance local green infrastructure and its biodiversity, including the provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate.

Designers of new development will be expected to provide supporting evidence for their design approach. They should have regard to specific design advice contained in supplementary planning guidance covering the District. The West Oxfordshire Design Guide, Oxfordshire Historic Landscape Appraisal, Landscape Assessments, Conservation Area Appraisals and Cotswolds AONB guidance documents are key tools for interpreting local distinctiveness and informing high design quality.".

.

- London: 3rd floor, The Clove Building, 4 Maguire Street, London,SE1 2NQ. T: +44 (0)20 7394 3700
- Haywards Heath: Unit 6 Basepoint; John De Mierre House, 20 Bridge Road, Haywards Heath, RH16 1UA. T: +44 (0)20 7394 3700
- Lewes: 3 Upper Stalls, Ilford, Lewes, East Sussex, BN7 3EJ. T: +44 (0) 1273 813739
- Lichfield: 1-2 Trent Park, Eastern Avenue, Lichfield, Staffordshire, WS13 6RN. T: +44 (0)1543 229049
- Manchester: Express Building, 3 George Leigh Street, Manchester, M4 5AD. T: +44 (0)161 509 4900
- Norwich: 60 Thorpe Road, Norwich, Norfolk, NR1 1RY. T: +44 (0)1603 628408
- Wakefield: The Paine Suite, Nostell Business Park, Doncaster Road, Wakefield, WF4 1AB. T: +44 (0)1924 921900

LB14

Town Planning

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



Aerial Survey data is the property of Network Rail. It must not be passed to any external third party without the express permission of Network Rail.Aerial Survey and other data provided by the Geo-RINM Viewer are to be used as additional sources of information to those which you currently use. It does not replace – and should not be used in place of – existing data sets outside of Geo-RINM Viewer, business processes or other procedures used to manage your assets or operations. Moreover, the use of any data provided through the Geo-RINM Viewer should always be carefully considered in the context of your specific requirements and business objectives.Aerial Survey data, and all data made available by the Geo-RINM viewer, is provided on an as-is basis. As age, consistency and accuracy of data varies, users should always evaluate the impact of these factors in the context of their particular circumstances, and seek advice from Asset Information where further guidance is required.

Tackley Footbridge

Site Location Plan

Scale	1 : 1,250
Plot Date	20/02/24 11:42
Printed By	Lisa Bullock

Output created from GeoRINM Viewer

COPYRIGHTS

This product includes map data licensed from Ordnance Survey. © Crown copyright and database rights 2023 Ordnance Survey 0100040692.

© Local Government Information House Limited copyright and database rights 2023 Ordnance Survey 0100040692.

Contains British Geological Survey materials © NERC 2023

The Five Mile Line diagrams are copyright of Waterman Civils and must not be passed to any third party.

LB15

Lisa Bullock

From: James Nelson <James.Nelson@westoxon.gov.uk>
Sent: 18 October 2023 12:19
To: Lisa Bullock
Subject: RE: Formation of Bridleway - Tackley

OFFICIAL

Hi Lisa,

Having been through this, my view is that the proposed re-routed track and fencing is likely to be considered permitted development under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

I hope this is useful.

Kind regards,

James

James Nelson
Senior Planner

From: Lisa Bullock <Lisa.Bullock@networkrail.co.uk>
Sent: 17 October 2023 09:14
To: James Nelson <James.Nelson@westoxon.gov.uk>
Subject: RE: Formation of Bridleway - Tackley

OFFICIAL

Morning James

I was wondering if you have managed to have a look at the attached for me? If you needed any other information please do let me know.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner (Western Route)
Property Network Rail
T 07710940757

Please be aware my normal working hours are Tuesday to Friday

---

From: Lisa Bullock
Sent: 05 October 2023 14:04
To: James.Nelson@westoxon.gov.uk
Subject: Formation of Bridleway - Tackley

Dear James

I was wondering if you would be able to confirm that works to form a bridleway can be undertaken via permitted development as explained in the attached letter.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner - Western

07710 940 757
lisa.bullock@networkrail.co.uk

Please be aware my normal working hours are Tuesday to Friday.



Wales and Western

****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

James Nelson
Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB
james.nelson@westoxon.gov.uk

Lisa Bullock
1st Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

T 07710 940757

E lisa.bullock@networkrail.co.uk

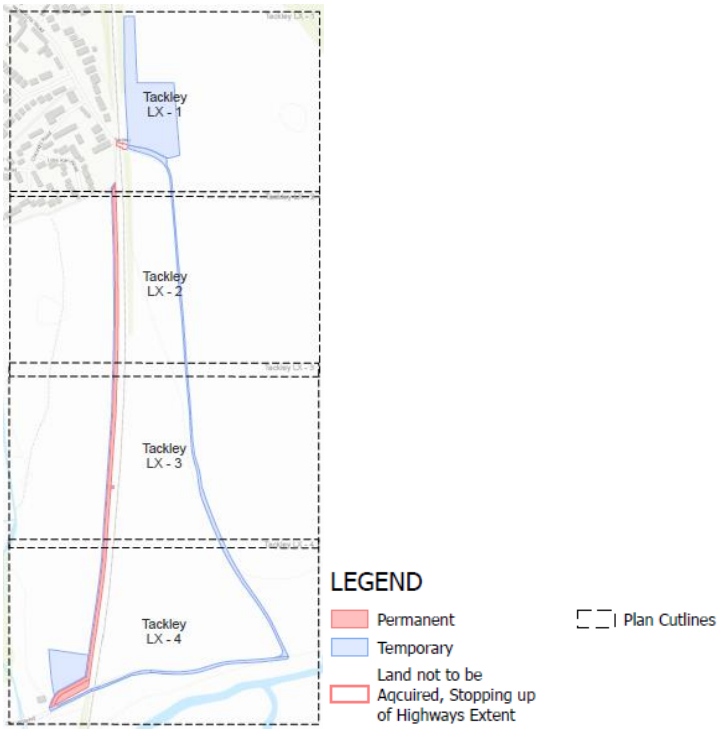
4 October 2023

Dear James

The formation of a bridleway at Tackley under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

Following the temporary closure of Tackley level crossing we have been working towards providing an alternative bridleway. We propose to do this under a Transport and Works Act Order, as part of that order we will look to close part of the bridleway (379/2/10) which currently crosses the railway and create a new bridleway which will run to the south, adjacent to Network Rail's existing boundary, before joining up with the existing byway (379/25/10). This will be via a s119A of the Transport and Works Act 1992.

Construction of a new bridleway and associated fencing to link the east and west side of the station are shown as shown below (full details are provided in Appendix A).



As part of the creation of the new section of bridleway we will install a track for combined foot, cycle and equestrian use. This track will be 5m wide using a Type 1 sub-base. We will also install fencing on both sides of the track. The fencing on the side abutting the railway line will be a railway standard fencing which is a 2m high palisade fence, the other side will have a stock wire fence 1m high.

I believe the above works are permitted development and will explain this further below.

Permitted Development and Legal Definitions

Planning permission is required for 'development': that is, 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land' (S.55, 57 Town and Country Planning Act 1990 (TCPA)). The installation of the track using Type 1 sub-base would not be considered 'development' and as such does not require any planning permission.

The erection of fencing however can be considered as permitted development either as a minor operation under Class A, Part 2, transport related development under Class A, Part 8 or miscellaneous development under Class A, Part 18, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO).

Minor Operation - Part 2 of Schedule 2 to the GPDO
This part of the GPDO allows the erection of a fence up to 1 metre above ground level if adjacent to a highway used by vehicular traffic. So the proposed stock wire fence would be permitted.

Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO)
Article 3 of the GPDO 'Permitted Development' provides:
'Subject to the provisions of this Order…planning permission is hereby granted for the classes of development described as permitted development in Schedule 2.'

Transport Related Development - Part 8 of Schedule 2 to the GPDO
Part 8, Class A relates to 'Railway or light railway undertakings' this permits development by railway undertakers, on their operational land, required in connection with the movement of traffic by rail. Therefore, allowing the erection of the palisade fencing.

However, development is not permitted if it is outside of 'operational land' as described below;

'Operational land' - NR is a statutory railway undertaker (S.262 (1) TCPA). Subject to section 264 of the TCPA, NR's operational land is any land, which is used for the purposes of their undertaking, and land in which they hold an interest for that purpose (Section 263(1)). Applying the definition in section 263, all land within the lawful boundaries of the national rail network constitutes the extent of NR's operational land. The definition would not extend to land outside the railway boundary but within original limits of deviation which has not been acquired and used in constructing and operating the railway, unless it is land in which a legal interest is held by NR for the purposes of carrying on its railway undertaking in the future.

Section 264 provides that where land has been acquired by a statutory undertaker on or after December 1968 (or acquired before that date but is not operational land for the purposes of the Town and Country Planning Act 1962) it is not to be treated as operational land unless there is, or at some time has been, in force with respect to it, a specific planning permission for its development, and that development, if carried out, would involve or have involved its use for the purpose of the carrying on of the statutory undertaker's undertaking.

Should any of the work be outside of our 'operational land' then Part 18 can be used.

Miscellaneous Development - Part 18 of the GPDO 2015

Part 18 of the GPDO sets out the class of permitted development based on local or private Act of Parliament.

This allows development which is authorised by….

(a) a local or private Act of Parliament,
(b) an order approved by both Houses of Parliament, or
(c) an order under section 14 or 16 of the Harbours Act 1964 (orders for securing harbour efficiency etc, and orders conferring powers for improvement, construction etc of harbours)(1),

which designates specifically the nature of the development authorised and the land upon which it may be carried out.

Use of Permitted Development Rights

It is clear from the above that NR can construct the proposed new bridleway under various parts of the GPDO or via Part 18 in its entirety.

The use of Part 18 of the GPDO

As outlined above Part 18 is relevant where development has been authorised by a local or private Act of Parliament. All the historic assembly of railway land (especially that which was acquired and developed prior to the introduction of the Town and Country Planning Act in the 1940's) was sought through the promotion of private Acts of Parliament. Therefore, demonstration that land was in railway ownership at this point in time it is safe to assume it was authorised by an Act of Parliament.

The railway at this location was authorised by the Oxford and Rugby Railway Act 1845. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845, Section 15 of the Railway Clauses Consolidation Act 1845 states the limits of deviation are 10 yards within a town or village and 100 yards in the countryside. The area where the bridleway is proposed at the time of the Act being made, was and still remains countryside.

All Acts which have authorised the construction of a railway incorporated standard clauses that allowed the railway to be maintained and altered in the future. Post 1845 these were within the Railway Clauses Consolidation Act 1845, or in the case of Acts passed before 1845, had very similar provisions of the RCC Act applied to them. The RCC Act is still relevant and used to this day and has recently been incorporated into modern railway projects such as The Network Rail (Redditch Branch Enhancement) Order 2013 a DCO authorised under the 2008 Planning Act.

> *'The Railway Clauses Consolidation Act, 1845' (the 1845 Act), gave the then Railway Company, and its successors in title (e.g. Network Rail), the power to build, alter and maintain the railway. Section 16 of the 1845 Act gave the then Railway Company and its successors, the power to build, alter and maintain the railway, including the following provisions:*
>
> - *"They may make or construct, in, upon, across, under or over any lands … within the lands described in the said plans, or mentioned in the said books of reference or any correction thereof, … bridges … as they think proper."*
> - *"They may erect and construct such … stations … and other works and conveniences as they think proper;"*

- *"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 provisions of the 1845 Act are model provisions which were commissioned by Parliament for incorporation into Acts of Parliament authorising the construction of railways to secure that railway undertakers had a standard set of powers necessary to construct and operate the railways. Section 16 confers on the statutory railway undertaker (NR) the continuing powers to maintain, alter and use the railway. The provision lists a number of specific categories of authorised works and includes, at the end, a catch all general power "**to do all acts necessary for making, maintaining, altering or repairing and using the railway".**

Conclusion

In conclusion, Network Rail has extensive permitted development rights on both its operational railway land where we rely on Part 8 and Part 18 of the GPDO and on land adjacent to the railway under Part 18 of the GPDO.

If you require any further details, or have any queries, please don't hesitate to contact me using the details above.

Yours sincerely



Lisa Bullock MRTPI
Senior Town Planner, Western Route

LB16

Lisa Bullock

From: James Nelson <james.nelson@westoxon.gov.uk>
Sent: 24 November 2023 11:06
To: Lisa Bullock
Subject: RE: Proposed permanent footbridge at Tackley Station

OFFICIAL

Dear Lisa,

Thank you for your patience on this, I think the siting represents the most logical position and can see views into neighbouring properties would be screened.

In terms of design, it is characteristic of railway infrastructure and so I have no objections.

Kind regards,

James

James Nelson
Senior Planner

From: Lisa Bullock <Lisa.Bullock@networkrail.co.uk>
Sent: 15 November 2023 13:20
To: James Nelson <james.nelson@westoxon.gov.uk>
Subject: Proposed permanent footbridge at Tackley Station

OFFICIAL

Dear James

I attach a letter and some drawings showing the proposed design for the permanent footbridge at Tackley station. I have written to ask for your view on the proposed design and location prior to making a Prior Approval application which I hope to submit in the next few weeks.

Please do give me a call if you want to discuss this.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner - Western

07710 940 757
lisa.bullock@networkrail.co.uk

Please be aware my normal working hours are Tuesday to Friday.



Wales and Western

****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

****

Publica is a company wholly owned by Cotswold District Council, Forest of Dean District Council, West Oxfordshire District Council and Cheltenham Borough Council to deliver local services on their behalf.

The content of this email and any related emails do not constitute a legally binding agreement and we do not accept service of court proceedings or any other formal notices by email unless specifically agreed by us in writing.

Recipients should be aware that all e-mails and attachments sent and received by Publica on behalf of West Oxfordshire, Cotswold and/or Forest of Dean District Council may be accessible to others in the Council for business or litigation purposes, and/or disclosed to a third party under the Freedom of Information or Data Protection Legislation.

James Nelson
Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Ref: 22/02178/PREAPP

Lisa Bullock
Temple Point
Redcliffe Way
Bristol
BS1 6NL

lisa.bullock@networkrail.co.uk

14 November 2023

Dear James

Request for Pre-Application Advice – Tackley Level Crossing Closure, Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT

Following the pre-application advice sort last year, we have progressed the design for the proposed footbridge at Tackley station and are looking to submit a Prior Approval in the next few weeks.

The footbridge will be designed and built by Taziker. They will replace the existing temporary footbridge with a new permanent Fibre-Reinforced Polymer (FRP) single span structure, including provision for lifts to allow disabled access to both platforms. As part of their design considerations, they have looked at two sites for the bridge. The first location is at the site of the existing temporary bridge the other location being approximately 50m north of the station.



Existing temporary footbridge

Comparing the two options the site at the location of the existing temporary footbridge is preferable as this would be more:

- sustainable - we could re-use the existing foundations;
- easier for passengers to use – a more direct distance with the other option being father away as such the passenger would need to walk a greater distance to cross between platforms. This will disadvantage mobility impaired users and may encourage trespass on

the railway (there have been recorded incidents of persons jumping onto the track to cross the line even with the much closer temporary footbridge arrangement);

- Cheaper – a saving of 1.2million pounds.

The design proposed will minimise the visual impact of the structure as much as is practicable. The Legacy Vision design offers a modern structure with Victorian visual cues, with the lattice infill panels providing a heritage and visually light appearance, whilst improving visibility for users and allowing the structure to blend in with the sky above.

Similarly, structural elements such as columns, stringers and the deck itself being painted in green allows the lower parts of the bridge to blend in with its surrounding landscape.



Proposed design

As a result, the bridge is much less visible from neighbouring gardens than first thought, with only the lift shafts and upper landings visible above the trees and their boundary fences. A solid, 1.8m high parapet provided along the staircase adjacent to these properties helps retain their privacy, with their gardens not visible from the walkway below.

Please can you provide a view on the proposed design and location. I attach a drawing of the site general arrangement and sections.

Yours sincerely,

Lisa Bullock MRTPI
Senior Town Planner - Wales and Western Routes

Lisa Bullock

From: James Nelson <James.Nelson@westoxon.gov.uk>
Sent: 18 October 2023 12:19
To: Lisa Bullock
Subject: RE: Formation of Bridleway - Tackley

OFFICIAL

Hi Lisa,

Having been through this, my view is that the proposed re-routed track and fencing is likely to be considered permitted development under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

I hope this is useful.

Kind regards,

James

James Nelson
Senior Planner

From: Lisa Bullock <Lisa.Bullock@networkrail.co.uk>
Sent: 17 October 2023 09:14
To: James Nelson <James.Nelson@westoxon.gov.uk>
Subject: RE: Formation of Bridleway - Tackley

OFFICIAL

Morning James

I was wondering if you have managed to have a look at the attached for me? If you needed any other information please do let me know.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner (Western Route)
Property Network Rail
T 07710940757

Please be aware my normal working hours are Tuesday to Friday

---

From: Lisa Bullock
Sent: 05 October 2023 14:04
To: James.Nelson@westoxon.gov.uk
Subject: Formation of Bridleway - Tackley

Dear James

I was wondering if you would be able to confirm that works to form a bridleway can be undertaken via permitted development as explained in the attached letter.

Kind regards, Lisa.

Lisa Bullock MRTPI
Senior Town Planner - Western

07710 940 757
lisa.bullock@networkrail.co.uk

Please be aware my normal working hours are Tuesday to Friday.



Wales and Western

****

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

James Nelson
Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB
james.nelson@westoxon.gov.uk

Lisa Bullock
1st Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

T 07710 940757

E lisa.bullock@networkrail.co.uk

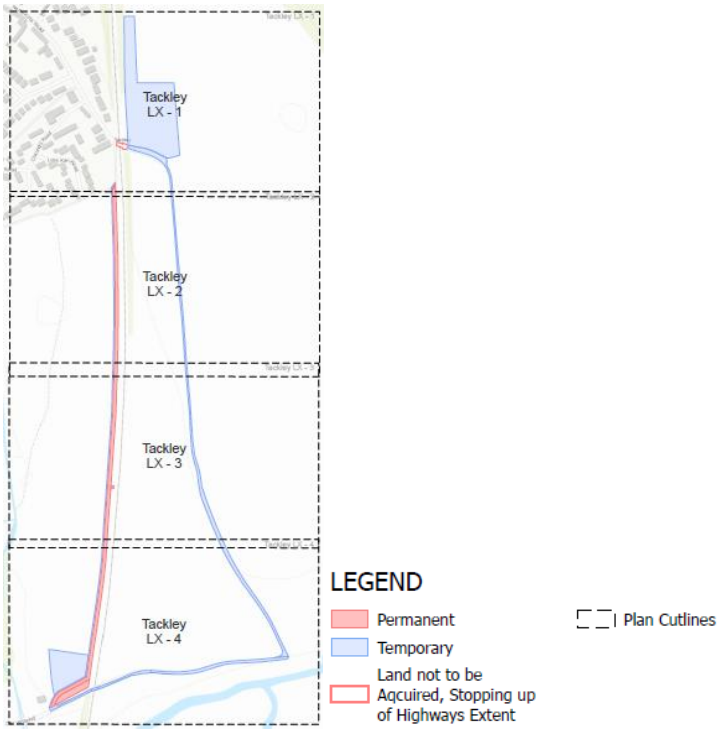
4 October 2023

Dear James

The formation of a bridleway at Tackley under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

Following the temporary closure of Tackley level crossing we have been working towards providing an alternative bridleway. We propose to do this under a Transport and Works Act Order, as part of that order we will look to close part of the bridleway (379/2/10) which currently crosses the railway and create a new bridleway which will run to the south, adjacent to Network Rail's existing boundary, before joining up with the existing byway (379/25/10). This will be via a s119A of the Transport and Works Act 1992.

Construction of a new bridleway and associated fencing to link the east and west side of the station are shown as shown below (full details are provided in Appendix A).



As part of the creation of the new section of bridleway we will install a track for combined foot, cycle and equestrian use. This track will be 5m wide using a Type 1 sub-base. We will also install fencing on both sides of the track. The fencing on the side abutting the railway line will be a railway standard fencing which is a 2m high palisade fence, the other side will have a stock wire fence 1m high.

I believe the above works are permitted development and will explain this further below.

Permitted Development and Legal Definitions

Planning permission is required for 'development': that is, 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land' (S.55, 57 Town and Country Planning Act 1990 (TCPA)). The installation of the track using Type 1 sub-base would not be considered 'development' and as such does not require any planning permission.

The erection of fencing however can be considered as permitted development either as a minor operation under Class A, Part 2, transport related development under Class A, Part 8 or miscellaneous development under Class A, Part 18, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO).

Minor Operation - Part 2 of Schedule 2 to the GPDO
This part of the GPDO allows the erection of a fence up to 1 metre above ground level if adjacent to a highway used by vehicular traffic. So the proposed stock wire fence would be permitted.

Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO)
Article 3 of the GPDO 'Permitted Development' provides:
'Subject to the provisions of this Order…planning permission is hereby granted for the classes of development described as permitted development in Schedule 2.'

Transport Related Development - Part 8 of Schedule 2 to the GPDO
Part 8, Class A relates to 'Railway or light railway undertakings' this permits development by railway undertakers, on their operational land, required in connection with the movement of traffic by rail. Therefore, allowing the erection of the palisade fencing.

However, development is not permitted if it is outside of 'operational land' as described below;

'Operational land' - NR is a statutory railway undertaker (S.262 (1) TCPA). Subject to section 264 of the TCPA, NR's operational land is any land, which is used for the purposes of their undertaking, and land in which they hold an interest for that purpose (Section 263(1)). Applying the definition in section 263, all land within the lawful boundaries of the national rail network constitutes the extent of NR's operational land. The definition would not extend to land outside the railway boundary but within original limits of deviation which has not been acquired and used in constructing and operating the railway, unless it is land in which a legal interest is held by NR for the purposes of carrying on its railway undertaking in the future.

Section 264 provides that where land has been acquired by a statutory undertaker on or after December 1968 (or acquired before that date but is not operational land for the purposes of the Town and Country Planning Act 1962) it is not to be treated as operational land unless there is, or at some time has been, in force with respect to it, a specific planning permission for its development, and that development, if carried out, would involve or have involved its use for the purpose of the carrying on of the statutory undertaker's undertaking.

Should any of the work be outside of our 'operational land' then Part 18 can be used.

Miscellaneous Development - Part 18 of the GPDO 2015

Part 18 of the GPDO sets out the class of permitted development based on local or private Act of Parliament.

This allows development which is authorised by….

(a) a local or private Act of Parliament,
(b) an order approved by both Houses of Parliament, or
(c) an order under section 14 or 16 of the Harbours Act 1964 (orders for securing harbour efficiency etc, and orders conferring powers for improvement, construction etc of harbours)(1),

which designates specifically the nature of the development authorised and the land upon which it may be carried out.

Use of Permitted Development Rights

It is clear from the above that NR can construct the proposed new bridleway under various parts of the GPDO or via Part 18 in its entirety.

The use of Part 18 of the GPDO

As outlined above Part 18 is relevant where development has been authorised by a local or private Act of Parliament. All the historic assembly of railway land (especially that which was acquired and developed prior to the introduction of the Town and Country Planning Act in the 1940's) was sought through the promotion of private Acts of Parliament. Therefore, demonstration that land was in railway ownership at this point in time it is safe to assume it was authorised by an Act of Parliament.

The railway at this location was authorised by the Oxford and Rugby Railway Act 1845. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845, Section 15 of the Railway Clauses Consolidation Act 1845 states the limits of deviation are 10 yards within a town or village and 100 yards in the countryside. The area where the bridleway is proposed at the time of the Act being made, was and still remains countryside.

All Acts which have authorised the construction of a railway incorporated standard clauses that allowed the railway to be maintained and altered in the future. Post 1845 these were within the Railway Clauses Consolidation Act 1845, or in the case of Acts passed before 1845, had very similar provisions of the RCC Act applied to them. The RCC Act is still relevant and used to this day and has recently been incorporated into modern railway projects such as The Network Rail (Redditch Branch Enhancement) Order 2013 a DCO authorised under the 2008 Planning Act.

> *'The Railway Clauses Consolidation Act, 1845' (the 1845 Act), gave the then Railway Company, and its successors in title (e.g. Network Rail), the power to build, alter and maintain the railway. Section 16 of the 1845 Act gave the then Railway Company and its successors, the power to build, alter and maintain the railway, including the following provisions:*
>
> - *"They may make or construct, in, upon, across, under or over any lands … within the lands described in the said plans, or mentioned in the said books of reference or any correction thereof, … bridges … as they think proper."*
> - *"They may erect and construct such … stations … and other works and conveniences as they think proper;"*

- *"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 provisions of the 1845 Act are model provisions which were commissioned by Parliament for incorporation into Acts of Parliament authorising the construction of railways to secure that railway undertakers had a standard set of powers necessary to construct and operate the railways. Section 16 confers on the statutory railway undertaker (NR) the continuing powers to maintain, alter and use the railway. The provision lists a number of specific categories of authorised works and includes, at the end, a catch all general power "**to do all acts necessary for making, maintaining, altering or repairing and using the railway".**

Conclusion

In conclusion, Network Rail has extensive permitted development rights on both its operational railway land where we rely on Part 8 and Part 18 of the GPDO and on land adjacent to the railway under Part 18 of the GPDO.

If you require any further details, or have any queries, please don't hesitate to contact me using the details above.

Yours sincerely



Lisa Bullock MRTPI
Senior Town Planner, Western Route

Planning and Strategic Housing

Elmfield
New Yatt Road,
WITNEY,
Oxfordshire, OX28 1PB
Tel: 01993 861000
www.westoxon.gov.uk

WEST OXFORDSHIRE DISTRICT COUNCIL

Lisa Bullock
Network Rail
Temple Point
Redcliffe Way
Bristol
BS1 6NL

Date: 7th October 2022
Our Ref: 22/02178/PREAPP
Please ask for: James Nelson
Telephone: 01993 861712
Email: james.nelson@westoxon.gov.uk

Dear Ms. Bullock,

Town and Country Planning Act 1990

APPLICATION: 22/02178/PREAPP

PROPOSAL: Closure of Tackley Level crossing. The proposal is to divert pedestrains and cyclists to a new footbridge at the station and divert the bridleway and equestrain users via a new bridleway which will link up with an exisiting bridleway.

AT: Tackley Railway Station Nethercote Road Tackley

FOR: Lisa Bullock

I write in regard to your enquiry received by the Council on the 02.08.2022 seeking the pre-application views of the Local Planning Authority. The relevant information is set out below. Please be aware of the disclaimer at the end of this letter. If you have any questions relating to the advice given, please contact the Case Officer.

Policies

OS1NEW Presumption in favour of sustainable development
OS2NEW Locating development in the right places
OS4NEW High quality design
EH2 Landscape character
T3NEW Public transport, walking and cycling

Relevant Material Considerations

West Oxfordshire Design Guide
NPPF 2021

Site Characteristics and Constraints

This pre-application enquiry relates to Tackley Railway Station, Tackley. The site sits on the eastern edge of the village and forms part of a Local Wildlife Site (Tackley Railway Cutting). At present, the station is

served by a temporary footbridge having closed the level crossing. The station is bordered to the west by residential dwellings.

Relevant Planning History

W2000/1962- Erection of footbridge, refused on visual impact, neighbourliness and accessibility grounds.
W2002/1219- Construction of new subway and associated works, approved at appeal (not implemented).

Planning Assessment

This pre-application enquiry seeks officer opinion in relation to a proposed footbridge, closure of level crossing and Public Right of Way (PRoW) diversion/closure. The proposal details that the existing crossing arrangement is unsafe and is restricting the number of trains that can use the line. It is proposed that a footbridge, including disabled access, is sited to the north of the existing platforms, the crossing closed a PRoW diverted to the south. The submission also details that an existing section of PRoW will be discontinued and the proposed replacement laid to hardstanding and bounded by a stock proof fence.

Firstly, in terms of the required consents, the footbridge may be constructed under Part 18 of the General Permitted Development Order 2015 (GPDO) although the prior approval of the Local Planning Authority is required. Under the prior approval process, officers must consider the design, materials, and siting of the bridge and determine whether or not the proposal *'would not injure the amenities of the neighbourhood'* or that it could not be *'reasonably carried out elsewhere'*. In this regard, the proposed bridge would be sited to the north of the current temporary structure in order to screen the development using existing vegetation and increase the separation distances to neighbouring properties. The proposed siting is therefore likely to minimise the visual and landscape impact of the works as well as neighbourliness impact, although both matters would be fully considered upon the submission of detailed plans. However, the application site lies within a Local Wildlife Site (LWS). Therefore, the proposed siting of the building would have to be supported with an ecological assessment detailing the impact of the proposed works in order to justify that the bridge could not be reasonably carried out elsewhere.

With regard to the footpath diversion and closure, I have no objection to the principle of diverting the route as proposed although any application would be subject to all relevant statutory consultations. The submission details that the new PRoW way would be hard-surfaced and fenced off from the adjoining field. The laying of hardstanding would, in my view, constitute development requiring planning consent. Such an intervention would result in a harmful urbanising impact upon the existing character of the site and should be avoided in my view. The installation of fencing would be permitted development dependent upon its height.

Application Submission

The following documents should be submitted with your application:

Location Plan
Site / Block Plan (scale 1:200 or 1:500)
Elevations / Sections
Design and Access Statement
Tree Survey including tree protection measures
Planning Statement
Biodiversity Survey – Phase 1 and any other suggested surveys within that report.
Lighting scheme
Statement of community involvement
Options Selection

West Oxfordshire District Council would encourage all applicants to consult with neighbouring properties prior to the submission of any application.

I trust this is of some assistance. If I can be of further help, please do not hesitate to contact me.

Yours sincerely,

James Nelson
Planner

Useful links

Sustainability Standards Checklist: https://www.westoxon.gov.uk/planning-and-building/planning-permission/make-a-planning-application/sustainability-standards-checklist/
West Oxfordshire District local plan: https://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-2031/
Environment Agency: www.environment-agency.gov.uk enquiries@environment-agency.gov.uk
Thames Water: developer.services@thameswater.co.uk
Natural England: www.naturalengland.org.uk
NPPF: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Disclaimer

- Please note that this is an officer's opinion and is in no way binding Members of the Area Planning Sub Committee.
- The above advice is given for purposes relating to the Town and Country Planning Acts and for no other Council function.

West Oxfordshire District Council Planning Department promotes email correspondence as it is the quickest, easiest and most environmentally friendly way of contacting us.
Contact us at planning@westoxon.gov.uk

Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Letter by email – planning@westoxon.gov.uk

2 August 2022

Dear Sir or Madam,

Request for Pre-Application Advice – Tackley Level Crossing Closure
Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT

Network Rail is seeking pre-application advice from West Oxfordshire District Council on plans to close the level crossing at Tackley station.

Proposal

The aim of the project is to close the level crossing at Tackley station. An application will be submitted to include the following works: -

1. Provision of a footbridge with lifts – This work could be undertaken via Prior Approval, under Part 18 of the GPDO.
2. Upgrade the surface of an existing public footpath to provide a suitable track for combined foot, cycle and equestrian use. **Please can you confirm if this will need any consent?**
3. Alteration to an existing bridleway and public footpath - new, diversion, downgrade and stopping up order.

Background

Need

The Oxford Corridor project currently underway is designed to increase rail capacity (for both passengers and freight) on the strategic route from Didcot (and the south) through Oxford to Banbury (and the north) and therefore intends to run more and longer trains through Tackley.

The existing crossing at Tackley is the highest ranked passive Bridle crossing (second ranked Bridle) on the Western Route. This is based on the score from 2019 (pre closure) when compared to crossing ranked with today's scores.

We can't improve or close every crossing for technical reasons, so while it isn't necessarily number one in risk score it is way up there in terms of priority to improve. And the incident history here speaks for itself. As such, it is not feasible to run more trains on the route with the existing crossing arrangements in place, therefore the crossing needs to be closed and alternative means of crossing the railway for all

users to be implemented. A fatality on this crossing in 2008 and several recent near misses also give weight to the argument for closure.

West Oxfordshire District Council will be aware, the region is experiencing a period of growth, and the following requirements have been identified by Network Rail to ensure a safe, sustainable rail network ready for all.

The Oxford Corridor Phase 2 Capacity Improvement Scheme forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network.

Oxford Phase 2 works are planned in 4 parts (2A/B/C/D), with scheme development to take place in Control Period 5 (to March 2019) and delivery in CP6 (April 2019-March 2024).

- **Part 2A: Level Crossings: Level crossing mitigations between Wolvercote Junction and Heyford are required to improve safety and create additional capacity by unlocking headway improvements. Bi-Directional Signalling shall also be commissioned through this area.**

- Part 2B: Track Works – High Speed Crossovers: The project shall develop 75mph high speed crossovers at Oxford North Junction to support improved East West Rail service. These works will be undertaken utilising Network Rails permitted development rights under Part 8, and 18 of the GPDO.

- Part 2C: Botley Road Bridge: Develop a new span to accommodate an additional west side island platform. Take account of the highway authorities' requirements for a wider carriageway / pedestrian and cycle capacity improvements of the existing Botley Road layout.

- Part 2D: Oxford Station works, Western Entrance and Track Works: Provide a new down-side twin-face platform to include western entrance access from Roger Dudman Way.

Part 2A above includes the closure of three level crossings. Tackley (West Oxfordshire District Council), Sandy Lane and Yarnton Lane level crossings (Cherwell District Council).

It should be noted that if the above works was not being progressed by our Infrastructure Project (IP) team, the Western route of Network Rail would be still seeking closure of Tackley level crossing to reduce the level crossing risk on the route and improve public safety.

https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/level-crossings/

History

Around 2000 a project called 'Operation Princess' (known internally as Cross Country Route Mod or CCRM) was completed to allow introduction of (new at the time) class 220 and 221 trains and a greatly accelerated passenger service across large swathes of the country, which included from Bournemouth / Southampton / Reading / Oxford to Banbury / Birmingham / Manchester / Newcastle, and with more trains running than previous. The scheme included closure of many level crossings across the network, with footpath crossings typically replaced by footbridges.

A footbridge was proposed south of Tackley station but failed to gain planning permission. This resulted in a subsequent proposal to provide a subway in a similar location, which would have allowed access to all users (including equestrians). This again failed to gain planning permission but was subsequently allowed on appeal. The delay caused by the planning process was so long that the 'Operation Princess' scheme had already been commissioned and therefore the business case imperative was lost to deliver the work, and the crossing remained in place, with safety improvements.

Planning reference number	Proposal	Decision and date	Reason for decision
W2000/1962	Erection of footbridge	Refused 06/03/2001	1. *That the proposed footbridge will be reason of its size, design and use of materials represent an alien, incongruous an overtly urban feature in this rural location. As such the proposal is considered to be contrary to Policies BE3 and BE5 of the West Oxfordshire Local Plan.* 2. *That the proposed footbridge will, by reason of its height and siting, give rise to overlooking and be an overbearing form of development which would be detrimental to the residential amenities of property on Nethercote Road.* 3. *That the proposal would be contrary to Policies BE4, T1 and T5 and the transport objectives of the West Oxfordshire Local Plan in that the proposal does not make adequate provision for the disabled, elderly, children and cyclists.*
W2002/1219	Construction of new subway under the railway to allow the diversion of the existing footpath and bridleway from the existing level crossing so that it can be closed	Refused 10/10/2002	1. *That by reason of its design, the proposed subway would fail to make safe and convenient provision for horses, their riders, pedestrians, cyclists, the elderly and disabled people, and as such would be contrary to Policies BE3 and BE4 of the West Oxfordshire Local Plan.* 2. *That the proposed development by reason of its siting, size and design, would appear as an unduly*



Tackley Station Footbridge Artists Impression – Solid Parapet

No. TLX 7247/B

 Figure 3 - Visualisation of subway approach			*prominent and intrusive feature in the rural scene and as such would be harmful to the visual amenity of this edge of the village and would have an adverse effect upon the natural beauty of this part of the Area of High Landscape Value. As such the proposal would be contrary to Policies BE3, BE5, CO1 and CO7 of the West Oxfordshire Local Plan.*
APP/D3125/A/02/1102495	Appeal of planning application reference W2002/1219	Allowed 23/04/2003	*The Secretaries of State conclude that the appeal proposals would not cause unacceptable harm to the character and appearance of the landscape of the Area of High Landscape Value, and would not have an unacceptable impact on the safety or convenience of users of the existing level crossing. Therefore, they conclude that the proposal are in accordance with the development plan policies and the guiding principles of PPG13.* *Note: Landscaping conditions were added to the grant of planning permission.*

Temporary Closure of Tackley Level Crossing

A temporary closure of Tackley Level crossing was approved by Oxfordshire County Council. The start date for the order was 1/1/2020, subject to a temporary footbridge being constructed to replace the crossing.

Currently the crossing is closed and there is a temporary stepped footbridge located at the station. An email was sent to Joan Desmond to inform of this on 23/12/2019, with an update on 20/1/2020 (see appendix A).

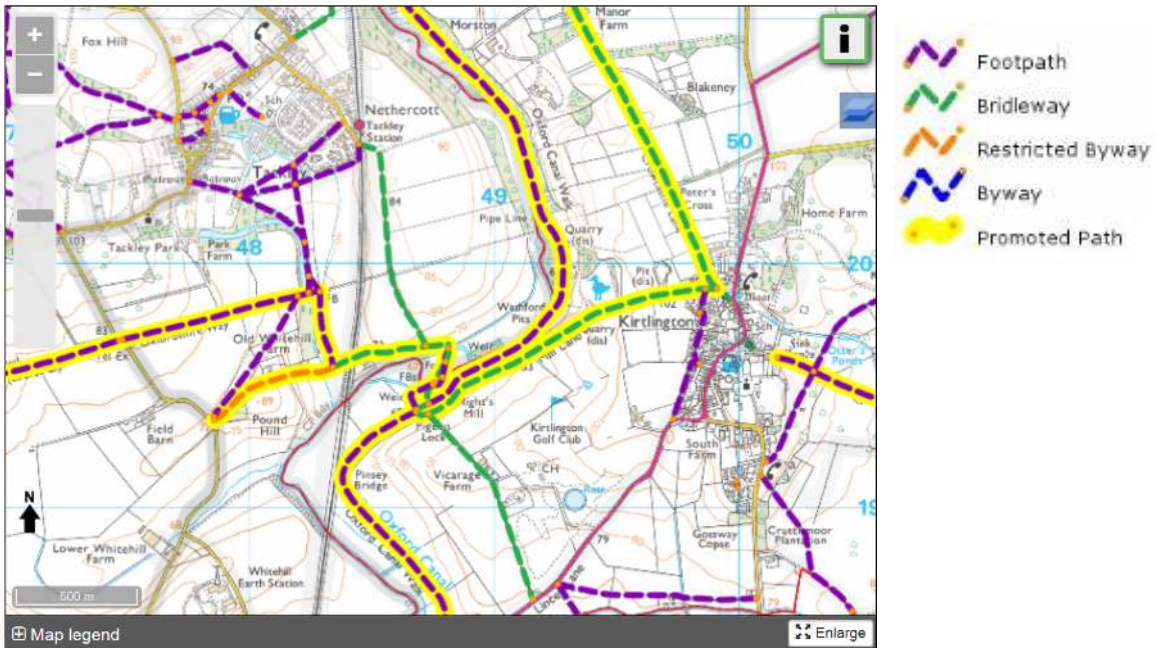
Description of the Site

Tackley level crossing is located on the Didcot and Chester Line (DCL) at 72 miles 47 chains. The railway forms the eastern boundary to Tackley village. The village has a population of about 1,000 people and is an attractive established settlement, with facilities which include a church, village hall, shop and pub.

The entrance to Tackley station is from Nethercote Road, a largely residential road. Passengers wishing to access the Oxford-bound platform must cross the line using a level crossing at the end of Nethercote Road. This crossing also accommodates a bridleway and is part of Sustrans' National cycle Route 51. The surrounding area is open countryside.

Oxford Canal runs from Royal Leamington Spa to Oxford and passes the village of Tackley less than half a mile east of the station.

Current rights of way map



Source: https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx

Pre-Application Advice

Network Rail is seeking advice in relation to the following matters:

- Confirmation of the required consents;
- Verify of the requirements for submission of the application;
- An assessment of whether there is a reasonable chance of getting permission;
- The bridge design, layout of the works, including siting; and options selection.

Proposed Development

The aim of the project is to permanently close Tackley Level crossing. Currently we do not have a detailed design of the proposed new footbridge as we are still undertaking engagement works. Although we have had an independent options selection.

We do know that we will have to provide lifts for the footbridge which is in line with Network Rails "Access for All Programme" which aims to provide an obstacle free, accessible route to and between platforms.

The location of the bridge is also crucial to ensure that we have a convenient route, in order that passengers are not tempted to trespass onto the railway line and to minimise the impact the bridge would have on the surrounding environment.

Options Selection

We have commissioned an independent options selection (IOS), to progress with the permanent solution. The Independent Assessment was undertaken by Mott MacDonald in April 2022.

The outcome of this report was that Option B was considered suitable for the bridleway option and Options 1,3,5,7/7a, 10 and 11 were considered suitable for pedestrians.

Bridleway options

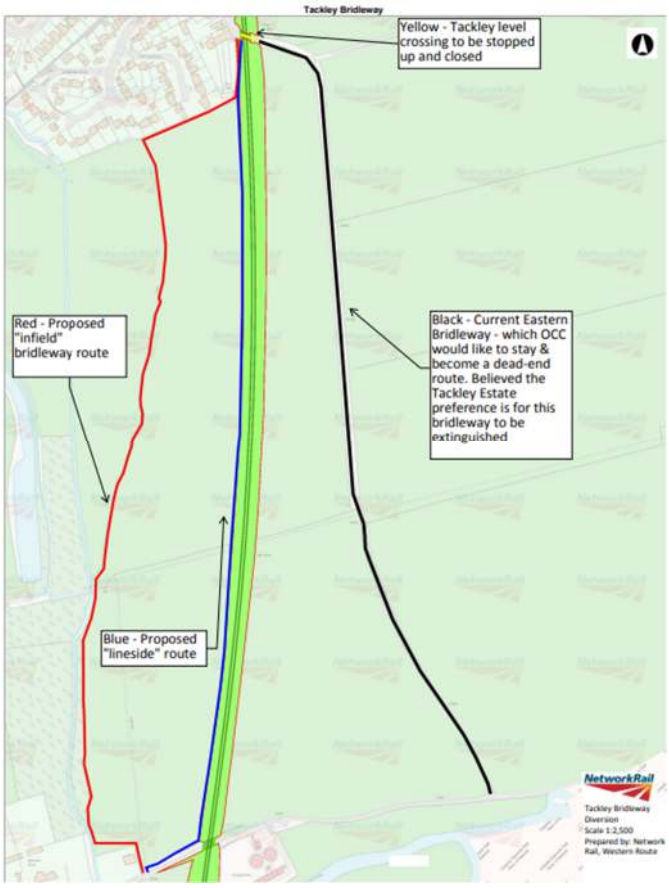
A	Existing bridleway remains as today
B	Diversion close to the railway
C	Bridleway diverted via existing informal path
D	Version of C via Lime Kiln Road
E	Version of C via Harborne Road
F	Version of C via St John's Road
G	Bridleway diverted via existing formal path to west of ditch
H	Version of G via informal path to west of dich
J	Version of C via footpath behind houses on Chaundry Road
K	Developers scheme via bridge to the north
L	Diversion to the north

Pedestrian options

1	Stepped and ramped bridge at station with bridleway diversion
2	Stepped bridge at station with bridleway diversion
3	Stepped / ramped / equestrian bridge to the south
4	Stepped / equestrian bridge to the south
5	Stepped and ramped subway at station with bridleway diversion
6	Stepped subway at station with bridleway diversion
7	Subway with equestrian provision to the south
7a	Subway with equestrian provision to the south n/a
8	Developer ramped / equestrian bridge plus second station step
9	MSL
10	Developer ramped / equestrian bridge with ramp links n/a
11	Stepped footbridge with lifts and bridleway diversion

Our chosen options

The proposal is to divert pedestrians and cyclists to a new footbridge at the station and divert the bridleway and equestrian users via a new bridleway which will link up with an existing bridleway.



Proposed bridleway diversion

The IOS identified option B as the most suitable option, this is shown in blue on the plan to the left. There is an alternative (option G) which is shown in red.

Both of these options take the equestrians under the railway at Little Whitehill Farm Underline bridge.

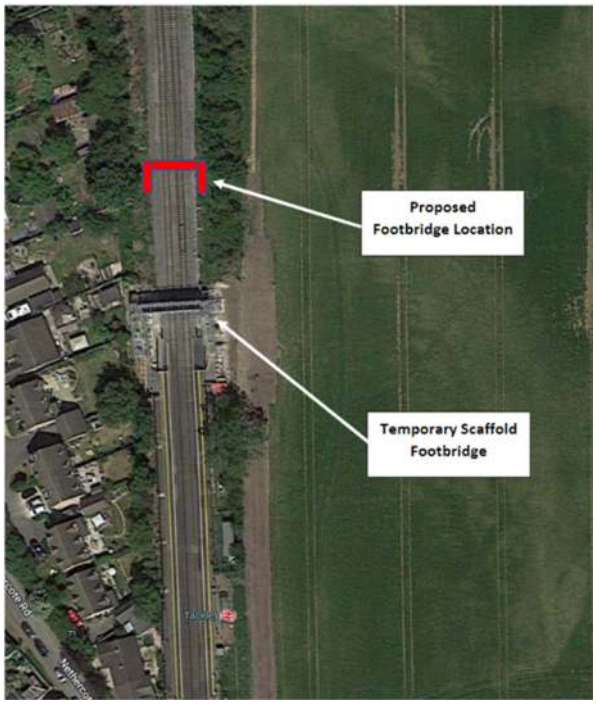
This would require stopping up bridleway 379/2/10 (described as The Kirlington Road and Mill Lane.) where it crosses the railway at the level crossing whilst retaining the remainder of this route.

The path on the west of the railway would be covered with Type 1 surface and have a stock proof fence to separate it from the field.

There is an opportunity to have a mixture of both of these options whereby the red line cuts through the field part way up the track. The advantage of bringing the track adjacent to the railway is that it will avoid being located next to any residential properties within Chandry Road and Lime Kiln Road.

Proposed pedestrian diversion

The IOS has identified a range of suitable options the option we have chosen and adapted is shown in red on the ariel photo to the right.



The footbridge has been located further north than the existing temporary bridge as we believe this is a better location. There would be walkway extensions installed off the platforms ends by around 20m.

The bridge would be located within a cutting so that it's lower down and surrounded by trees. This will reduce the impact of the bridge in terms of its appearance and amenity.

The topology and screening will help to prevent any overlooking and loss of privacy to local residents.

Whilst we do not have a detailed design of the footbridge we are proposing we are considering the new Taziker FRP footbridge, known as 'The Legacy Bridge' which has been nominated for a best innovation award.



This bridge can be designed with lifts, has an anti-slip surface and with a suitable colour combination that will suit its location.

This link takes you to an animation of how this type of bridge can be installed and further detail of the design options for this type of bridge
https://padlet.com/TazikerFRP/fsnjup5vwo8pwqgu/wish/2095345276

Planning Submission

Following completion of the design process, Network Rail's preferred consenting process will be to submit a **Prior Approval Application for the footbridge** under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

A diversion Order under Section 119A of the Highways Act 1980 for the diversion of the bridleway. And an Extinguishment Order under S118A of the Highways Act 1980 for the extinguishment of a footpath and/or bridleway.

list of local requirements for the application

- Site / Block Plan (scale 1:200 or 1:500)
- Elevations / Sections - for track, bridges, gates etc.
- Biodiversity Survey – Phase 1 and any other suggested surveys within that report.
- Tree survey / Arboricultural statement
- Lighting scheme
- Statement of community involvement
- Options Selection
- Location Plan
- Design and Access Statement
- Planning Statement

Permitted Development

The footbridge could be built under Part 18 of the General Permitted Development Order 2015 (the GPDO) where 'Prior Approval' is required from the Local Planning Authority.

Part 18 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament. The station and existing associated railway land around it were constructed under The Oxford and Rugby Railway Act 1845 is the authorising act for the line between Oxford and Rugby; now known as the DCL. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845.

This Act of Parliament gives provisions to; and bestows upon the railway company and its successors (Network Rail) the power to make developments necessary to the running and management of the railway.

Paragraph A.2 (of Part 18, GPDO) outlines the process by which the LPA can give their Prior Approval and comment on the proposals. It states:

> The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that -
> (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
> (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The LPA may consider only the design, materials, and siting of the works to ensure that the development proposed 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 and so Environmental Impact Assessment is not required.

The development is within the scope set out in Paragraph 13 of Schedule 2 of the 2017 regulations. Which refers to the description relating to the original authorisation of the railway (Paragraph 7 of Schedule 1). Paragraph 13 indicates that the thresholds of Paragraph 10(d) of Schedule 2 should be met.

Stakeholder Engagement

Consultation with various stakeholders has already taken place. This includes Oxfordshire County Council PROW, Tackley Parish Council, The British Horse Society and affected landowners.

We will also be undertaking events aimed at public rights of way and railway users, as well as the local community.

National Policy Context

Network Rail would like to take this opportunity to indicate how these proposals would be in accordance with planning policy.

The National Planning Policy Framework (NPPF)

The NPPF (2021) provides the Governments overarching planning policies for plan making and decision making in England, with the presumption in favour of sustainable development at its heart.

Transport policy contained within the NPPF is largely focused on the impact of, and location of, new development, in relation to existing transport infrastructure, and provides limited guidance on proposals for new transport infrastructure.

Chapter 9 sets out the Government's key aims for promoting sustainable transport, which is defined in the Glossary as including public transport. Paragraph 110 informs that public transport use should be encouraged and that the needs of people with disabilities and reduced mobility should be addressed.

In paragraph 104(c) the Government aims to ensure that opportunities to promote walking, cycling and public transport are provided for.

Strategic, Regional & Local Policy Context

Oxford Strategic Partnership's Economic Growth strategy sets out the policy framework for economic development in Oxfordshire.

The Oxfordshire Structure Plan includes a major review of transport policies throughout the County and is designed to address the issues of sustainability by reducing car use and increasing public transport, cycling and walking. Such examples include the support and continuous improvements of public transport links.

Connecting Oxfordshire: LTP 2015-2031 (Sept 2016):

Sections 111 and 112 of Oxfordshire's adopted Local Transport Plan 4 sets their strategic rail policies as below:

Section 111 notes that the Councils strategic rail priorities include:

- Supporting the East West Rail Consortium and Network Rail in the design and delivery of East West Rail Phase 2;
- A major upgrade to Oxford station, including new platforms and through lines, new station building, transport interchange and widening of Botley Road bridge
- Supporting the completion of the Cotswold Line redoubling project, including the development and expansion of Hanborough station;
- Development of the next stage of upgrades to Didcot Parkway, including new multi-storey car park, northern entrance and new station building;
- Additional tracks between Oxford and Didcot to provide increased freight and passenger capacity, including the expansion of Culham Station;
- Opening of the Cowley rail line to passenger services, with new stations serving the Oxford Science Park and Oxford Business Park;

- Supporting provision of enhanced and direct rail services from Oxfordshire to Heathrow Airport and Crossrail;
- Developing a business case for a new service linking Bristol/Swindon to Oxford and beyond, including a proposed new station in the Grove area;
- Better integration of rail and strategic bus networks including payment and ticketing, as part of Science Transit;
- Improved access to rail stations via routes for cyclists/walkers, appropriate expansion in car parking and secure/accessible covered cycle parking.

Section 112 notes that further investment in the Oxfordshire rail network will also be needed, picking up the outcomes from the rail industry's long-term planning work, to remove future constraints on the rail network in the Didcot and Oxford areas.

The Government's strategy for the railways for the investment periods up to 2024 is built around four strategic priorities, of which three directly impact on Oxford and Oxfordshire:

- the creation of a high capacity passenger and freight corridor running from Southampton to Oxford and dividing at Oxford for the East Midlands and South Yorkshire, and for the West Midlands and North West
- the introduction of faster, longer and more reliable electric trains to increase capacity and reduce journey times, and
- a new railway link to provide access from the west to Heathrow Airport.

Network Rail is already undertaking a £7.5 billion upgrade of the Great Western Mainline which has upgraded routes through large-scale infrastructure works and the introduction of new rolling stock. Other committed strategic rail projects will improve capacity of the rail network and increase opportunities to travel by train to a range of new destinations.

Investment in the strategic rail corridor through Oxford is also an essential part of the transport strategy, as increasing the capacity of the rail network (for both passengers and freight) reduces pressure and congestion on the strategic highway network.

<u>West Oxfordshire Local Plan</u>

The West Oxfordshire Local Plan was formally adopted on 27 September 2018 and sets out the overall planning framework for the District from 2011 – 2031.

Section 7 of the plan looks to increase public transport and informs that West Oxfordshire Council will continue to work in partnership with the County Council and rail providers for the delivery of the various schemes and aspirations that have been identified.

Policy T3 sets out the councils promise in order to increase the use of rail and provide safe and convenient travel, particularly for pedestrians, cyclists and other vulnerable users.

Key Planning Considerations - Principal of Development

Through this pre-application submission, Network Rail seeks the Councils view on the proposals enclosed to help achieve the necessary requirement to remove the level crossing at Tackley, as part of the wider programme of works and to improve safety.

The provision of railway improvements and safe travel for pedestrians and the like are supported by Oxfordshire County Council's adopted Local Transport Plan 4 (notably Section 111, as referenced earlier). This is supported by West Oxfordshire District Council and is validated by Policy T3 of The West Oxfordshire Local Plan (2018).

The provision of a footbridge and the diversion of the bridleway at Tackley station will enable the closure of the level crossing. This will remove any future risk for persons crossing the railway at this point. The works will also allow for more trains enabling improvements and efficiencies for the railway network.

The Potential for an Alternative Scheme

An options selection report (Appendix B) has been included to provide detail of the options that have been considered.

Network Rail looks forward to receiving confirmation that this pre-application request has been received. If Council Officers have any queries regarding this submission, please don't hesitate to contact myself using the details above.

Yours sincerely,



Lisa Bullock - Town Planner
Network Rail
First Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

T: 07710940757
E: lisa.bullock@networkrail.co.uk

Lisa Bullock

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 20 January 2020 14:03
To: Bullock Lisa
Cc: Abby Fettes; 'andrea.treston@westoxon.gov.uk'; Elliott Toby; Conn Tony; Field Colin
Subject: RE: 19/01616/PREAPP

Dear Lisa

Thank you for the update. I can confirm that the installation of the temporary footbridge would comply with Part 4 of the GDPO as stated.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 20 January 2020 11:31
To: Joan Desmond
Cc: Abby Fettes; 'andrea.treston@westoxon.gov.uk'; Elliott Toby; Conn Tony; Field Colin
Subject: RE: 19/01616/PREAPP

Dear Joan

TACKLEY LEVEL CROSSING CLOSURE - UPDATE

We have managed to bring forward the date of installation of the temporary footbridge to the 1st of February, it will take a few weeks for the bridge to be ready for use. Once it is open the crossing will be closed.

The project team are meeting with the local residents tonight, the British Horse Society on Wednesday and there is a drop in event on the 29th of this month. The drop in will include details of the temporary situation, along with information regarding the permanent solution.

In terms of the permanent solution (subway), ground investigations are taking place on Friday and the design will be progressed. We aim to be ready to submit the Prior Approval Application in about 6 months' time.

I hope this information is helpful and assume you are happy with the installation of the temporary footbridge as per my email below, dated 25 October 19.

If you would like any further information please do not hesitate to contact me.

Kind regards, Lisa

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 23 December 2019 09:02
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Cc: 'Abby Fettes' <Abby.Fettes@westoxon.gov.uk>; 'andrea.treston@westoxon.gov.uk' <andrea.treston@westoxon.gov.uk>; Elliott Toby <Toby.Elliott@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Field Colin <Colin.Field@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

TACKLEY LEVEL CROSSING

I can now confirm that we are intending to erect a temporary footbridge at the station on the 1st April (the next available possession).

We intend to do this under Part 4 as detailed below. Please can you confirm that you are happy with this approach.

The attendant will remain at the station, until the bridge is installed and the crossing is closed.

Kind regards, Lisa

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 25 October 2019 14:34
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Cc: Abby Fettes <Abby.Fettes@westoxon.gov.uk>; andrea.treston@westoxon.gov.uk; Elliott Toby <Toby.Elliott@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Field Colin <Colin.Field@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

I have spoken with Andrea Trenton this morning about Tackley level crossing. We are applying to OCC to temporarily close this crossing, following a near miss which occurred last week (an attendant has been in place since the incident).

In order to allow passengers access to both platforms at the station we will be erecting a temporary footbridge. We normally install this type of bridge during re-building etc. usually we do not apply for any permission, as we would usually install a temporary bridge under Part 4 of the Town and Country

Planning (General Permitted Development) Order 2105 (GPDO). Part 4, allows us to do this, where planning permission is deemed or granted.

Following extensive consultations with stakeholders and the community, we have decided to take forward the option which provides a subway just south of the crossing. The subway will be big enough to accommodate all users including equestrians and their horses. We will not need to apply for planning permission for this option because the subway will include the bridle path, so there will be no need to install a new bridle path (the reason we were working towards submitting a planning application during my recent pre-application submission to you). A subway would fall under Part 18 of the GPDO which requires prior approval from the LPA.

We are currently in the process of undertaking ground investigations at the site. Following this we will design the subway and then we will be able to submit a prior approval application to you.

In the meantime, are you content that we are able to install the temporary footbridge under Part 4, as we have deemed consent to install an alternative crossing (in this case a subway), or would you require us to apply for planning permission for the temporary footbridge (we could not do this under Part 18 as we do not have any time to apply for prior approval)?

Our comm's team will be informing local residents and our application to OCC is just being signed off, so we would appreciate if this information can be kept confidential for the time being.

Please do give me a call if you would like to discuss this.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 08 August 2019 14:44
To: Joan Desmond <Joan.Desmond@publicagroup.uk>
Cc: Halman Lynne <Lynne.Halman@networkrail.co.uk>; Conn Tony <Tony.Conn@networkrail.co.uk>; Willson Andy <Andy.WILLSON@networkrail.co.uk>; Audley James <James.Audley@networkrail.co.uk>; Williams Chris (Network Ops) <Chris.Williams4@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Joan

Just to be clear following our conversation this afternoon.

- You have no preference between a footbridge or subway on the south side of Tackley railway station. If a footbridge is proposed, a visual impact assessment will be required.
- Whilst you would have preference for NR to apply for a diversion / stopping up Order to the County Council you do understand the reasoning behind submitting the whole scheme as a single planning application, alongside a S276 application and both of these applications would be dealt with the by District Council, under the Town and Country Planning Act.
- You are happy with the list of documents outlined in my letter dated 28/5/19.

Thank you for your time today, I will be in touch later in the year.

Lisa Bullock

From: Bullock Lisa
Sent: 08 August 2019 14:44
To: Joan Desmond
Cc: Halman Lynne; Conn Tony; Willson Andy; Audley James; Williams Chris (Network Ops)
Subject: RE: 19/01616/PREAPP
Attachments: 181217-Pre-App Submission-Tackley 1.pdf

Dear Joan

Just to be clear following our conversation this afternoon.

- You have no preference between a footbridge or subway on the south side of Tackley railway station. If a footbridge is proposed, a visual impact assessment will be required.
- Whilst you would have preference for NR to apply for a diversion / stopping up Order to the County Council you do understand the reasoning behind submitting the whole scheme as a single planning application, alongside a S276 application and both of these applications would be dealt with the by District Council, under the Town and Country Planning Act.
- You are happy with the list of documents outlined in my letter dated 28/5/19.

Thank you for your time today, I will be in touch later in the year.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond
Sent: 08 August 2019 14:23
To: Bullock Lisa
Subject: RE: 19/01616/PREAPP

Dear Lisa

As set out in the email the most appropriate procedure for the proposed development would be the submission of a prior approval application but if you wish to submit a formal planning application then the list of documents outlined in your letter would be appropriate. If the former route is followed then the diversion or stopping up of the PROW would be dealt with by the County Council.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 07 August 2019 15:46
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Dear Joan

Thank you for your comments below. Please would you be able to give me feed back on our submitting a S276 application for the diversion or stopping up of the PROW. More detail of this was included (under the section 'Footpath and Bridleway diversion') within my original letter sent to you. Attached for ease.

I was also hoping that you would provide some feedback in respect of the documents / information you would expect to receive for a full planning application for all the work as we were looking at submitting an application for the whole of the works including the provision of the crossing (either bridge or subway). A list has been provided within the attached letter. I realise this might vary depending on footbridge or subway but just want to check there is nothing I have missed off the list.

If you want to discuss anything please do feel free to give me a call.

Kind regards, Lisa

Lisa Bullock
Town Planner (Western and Wales) |Property Network Rail
M 07710940757

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 07 August 2019 15:01
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Lisa

Thank you for the update on the above pre-application. In terms of the correct procedure, and as pointed out in your pre-application submission, the proposed footbridge/subway would be 'Permitted Development' under Part 18 of the GDPO subject to obtaining the Council's prior approval in respect of its location, design and external appearance. In respect of the latter, the history indicates that such issues were of particular concern in relation to previous options proposed. The planning history and allowed appeal for the new subway would be a material consideration when considering future proposals. The detailed design and suitability for all users would be key considerations but without any further details for the new footbridge or subway just south of the level crossing, it is difficult to provide any detailed comments at this stage. If a footbridge is the preferred option and is to be located further south, then this would hopefully address previous concerns raised in respect of its impact on the residential amenity of properties on Nethercote Road. The upgrading of the surface of the existing footpath to make it suitable to be used by horses, cyclists and pedestrians is supported subject to appropriate materials being used and it being accessible for all.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

Disclaimer

- Please note that this is an officer's opinion and is in no way binding Members of the Area Planning Sub Committee.
- The above advice is given for purposes relating to the Town and Country Planning Acts and for no other Council function.

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 29 July 2019 11:29
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Hi Joan

Thank you and please do give me a call or email if you have any questions. Following the drop in and the feedback from this we no longer intend to provide a new footbridge at the station and we are therefore considering either a footbridge or subway just south of the level crossing.

We do however intend to apply for planning permission and submit a Section 276 for the PROW diversions / stopping up.

Your view on the above along with the upgraded path to be used by horses, cyclists and pedestrians would also be helpful.

Kind regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 29 July 2019 11:23
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: RE: 19/01616/PREAPP

Dear Lisa

Unfortunately I cannot make a meeting tomorrow due to other commitments but I hope to review the pre-application enquiry this week and provide comments.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01993 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

From: Bullock Lisa [mailto:Lisa.Bullock@networkrail.co.uk]
Sent: 22 July 2019 13:00
To: Joan Desmond
Subject: RE: 19/01616/PREAPP

Hi Joan

Me again….sorry to keep emailing but just had a thought. I am in Oxford next Tuesday and so if you are free to meet on site for 12:30 or thereafter it would be really handy. Our Sponsor and Liabilities Advisor (who has been speaking with OCC and Tackley Estate) would also be with me.

Regards, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 22 July 2019 11:34
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Subject: RE: 19/01616/PREAPP

Morning Joan

Please can you give me an update on this pre-app?

Thank you, Lisa.

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL

M 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Bullock Lisa
Sent: 16 July 2019 09:54
To: 'Joan Desmond' <Joan.Desmond@publicagroup.uk>
Subject: RE: 19/01616/PREAPP

Morning Joan

We have a public drop in tonight and I was hoping that I would have been able to meet with you today but am happy to discuss things over the phone if that is easier for you. Some feedback from you before tonight would be

really helpful, we had hoped that we would have received the councils response from our pre-app in advance of the drop in.

Although we have chosen an option (footbridge at the station with lifts and diversion of bridleway) we are going to display all the options with more detail for a couple of these options;

- a multi-use bridge to the north of the station at the new development, and
- a footbridge with lifts just south of the level crossing with the same bridleway diversion as our chosen option.

We will gather feedback from tonight to go forward with an option, even if it is not our chosen option. Last week we meet with some of the residents most effected by our chosen option, they have concerns about the bridge at the station and the impact this would have to their outlook. At the meeting when we were discussing alternative options they queried the ground levels at the new development. Clarification from you regarding this would be helpful, as I understand you are the case officer for that proposal also; I attach an email with notes from this meeting (you will see that they have ideas for moving the whole station to where the new development is going but there is no funding for this and so we have asked that they do not promote this as its not viable).

I also attach some of the display boards for tonight showing the alternative options. We are expecting a good turn out as the residents we met with last week have been actively publicising the drop in and will be having their own display showing what they believe to be the best option for the village. We have also undertaken a letter drop and put up posters around the village.

Look forward to hearing from you, Lisa

Lisa Bullock MRTPI
Town Planner (Western and Wales) |Property Network Rail
1st Floor | Temple Point | Redcliffe Way | Bristol |BS1 6NL
T 07710940757
E lisa.bullock@networkrail.co.uk
www.networkrail.co.uk/property

From: Joan Desmond <Joan.Desmond@publicagroup.uk>
Sent: 16 July 2019 09:11
To: Bullock Lisa <Lisa.Bullock@networkrail.co.uk>
Subject: 19/01616/PREAPP

Dear Lisa

As you may be aware I have just returned from annual leave and I am presently catching up on my cases and other workload. I hope to provide a suitable date for a meeting sometime next week.

Regards

Joan Desmond
Principal Planner
Planning and Strategic Housing
01933 861655
Joan.Desmond@publicagroup.uk

Working Days: Monday, Tuesday, Wednesday and Thursday

Lisa Bullock
Network Rail
First Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

T: 07710940757
E: lisa.bullock@networkrail.co.uk

Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Letter by email – planning@westoxon.gov.uk

28th May 2019

Dear Rob,

Request for Pre-Application Advice – Tackley Level Crossing Closure
Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT

Network Rail is seeking pre-application advice from West Oxfordshire District Council on plans to close the level crossing at Tackley station.

Proposal

The aim of the project is to close the level crossing at Tackley station. A planning application will be submitted to include the following works: -

1. Provision of a footbridge with lifts – This work could be undertaken via Prior Approval, under Part 18 of the GPDO; for clarity purposes this element will be included within the planning application.

2. Upgrade the surface of an existing public footpath to provide a suitable track for combined foot, cycle and equestrian use.

3. Alteration to an existing bridleway and public footpath - new, diversion, downgrade and stopping up order under Section 257 of the T&CPA to be submitted alongside the planning application.

Background

Need

The Oxford Corridor project currently underway is designed to increase rail capacity (for both passengers and freight) on the strategic route from Didcot (and the south) through Oxford to Banbury (and the north) and therefore intends to run more and longer trains through Tackley.

The existing crossing at Tackley is considered to be of a higher risk profile than many other similar crossings (principally due to the number and speed of trains) and is considered 9th (out of 671) on the Western Route for priority to improve.

As such, it is not feasible to run more trains on the route with the existing crossing arrangements in place, therefore the crossing needs to be closed and alternative means of crossing the railway for all users to be implemented. A fatality on this crossing in 2008 and several recent near misses also give weight to the argument for closure.

West Oxfordshire District Council will be aware, the region is experiencing a period of growth, and the following requirements have been identified by Network Rail to ensure a safe, sustainable rail network ready for all.

The Oxford Corridor Phase 2 Capacity Improvement Scheme forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network.

Oxford Phase 2 works are planned in 4 parts (2A/B/C/D), with scheme development to take place in Control Period 5 (to March 2019) and delivery in CP6 (April 2019-March 2024).

- **Part 2A: Level Crossings: Level crossing mitigations between Wolvercote Junction and Heyford are required to improve safety and create additional capacity by unlocking headway improvements. Bi-Directional Signalling shall also be commissioned through this area.**

- Part 2B: Track Works – High Speed Crossovers: The project shall develop 75mph high speed crossovers at Oxford North Junction to support improved East West Rail service. These works will be undertaken utilising Network Rails permitted development rights under Part 8, and 18 of the GPDO.

- Part 2C: Botley Road Bridge: Develop a new span to accommodate an additional west side island platform. Take account of the highway authorities' requirements for a wider carriageway / pedestrian and cycle capacity improvements of the existing Botley Road layout.

- Part 2D: Oxford Station works, Western Entrance and Track Works: Provide a new down-side twin-face platform to include western entrance access from Roger Dudman Way.

Part 2A above includes the closure of three level crossings. Tackley (West Oxfordshire District Council), Sandy Lane and Yarnton Lane level crossings (Cherwell District Council).

It should be noted that if the above works was not being progressed by our Infrastructure Project (IP) team, the Western route of Network Rail would be still seeking closure of Tackley level crossing to reduce the level crossing risk on the route and improve public safety.

https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/level-crossings/

History

Around 2000 a project called 'Operation Princess' (known internally as Cross Country Route Mod or CCRM) was completed to allow introduction of (new at the time) class 220 and 221 trains and a greatly accelerated passenger service across large swathes of the country, which included from Bournemouth / Southampton / Reading / Oxford to Banbury / Birmingham / Manchester / Newcastle, and with more trains running than previous. The scheme included closure of many level crossings across the network, with footpath crossings typically replaced by footbridges.

A footbridge was proposed south of Tackley station but failed to gain planning permission. This resulted in a subsequent proposal to provide a subway in a similar location, which would have allowed access to all users (including equestrians). This again failed to gain planning permission but was subsequently allowed on appeal. The delay caused by the planning process was so long that the 'Operation Princess' scheme had already been commissioned and therefore the business case imperative was lost to deliver the work, and the crossing remained in place, with safety improvements.

Planning reference number	Proposal	Decision and date	Reason for decision
W2000/1962	Erection of footbridge	Refused 06/03/2001	1. *That the proposed footbridge will be reason of its size, design and use of materials represent an alien, incongruous an overtly urban feature in this rural location. As such the proposal is considered to be contrary to Policies BE3 and BE5 of the West Oxfordshire Local Plan.* 2. *That the proposed footbridge will, by reason of its height and siting, give rise to overlooking and be an overbearing form of development which would be detrimental to the residential amenities of property on Nethercote Road.* 3. *That the proposal would be contrary to Policies BE4, T1 and T5 and the transport objectives of the West Oxfordshire Local Plan in that the proposal does not make adequate provision for the disabled, elderly, children and cyclists.*
W2002/1219	Construction of new subway under the railway to allow	Refused	1. *That by reason of its design, the proposed subway would fail*



Tackley Station Footbridge Artists Impression – Solid Parapet No. TLX 7247/B

	the diversion of the existing footpath and bridleway from the existing level crossing so that it can be closed	10/10/2002	*to make safe and convenient provision for horses, their riders, pedestrians, cyclists, the elderly and disabled people, and as such would be contrary to Policies BE3 and BE4 of the West Oxfordshire Local Plan.* 2. *That the proposed development by reason of its siting, size and design, would appear as an unduly prominent and intrusive feature in the rural scene and as such would be harmful to the visual amenity of this edge of the village and would have an adverse effect upon the natural beauty of this part of the Area of High Landscape Value. As such the proposal would be contrary to Policies BE3, BE5, CO1 and CO7 of the West Oxfordshire Local Plan.*
APP/D3125/A/02/1102495	Appeal of planning application reference W2002/1219	Allowed 23/04/2003	*The Secretaries of State conclude that the appeal proposals would not cause unacceptable harm to the character and appearance of the landscape of the Area of High Landscape Value, and would not have an unacceptable impact on the safety or convenience of users of the existing level crossing. Therefore, they conclude that the proposal are in accordance with the development plan policies and the guiding principles of PPG13.* *Note: Landscaping conditions were added to the grant of planning permission.*



Figure 3 - Visualisation of subway approach

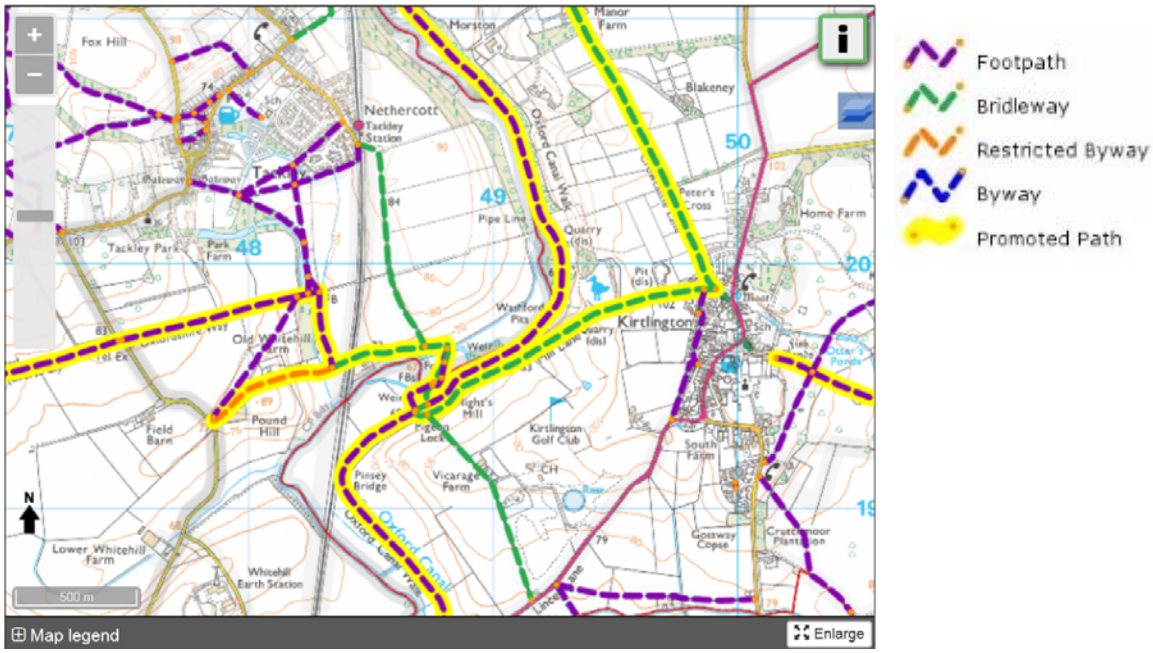
Description of the Site

Tackley level crossing is located on the Didcot and Chester Line (DCL) at 72 miles 47 chains. The railway forms the eastern boundary to Tackley village. The village has a population of about 1,000 people and is an attractive established settlement, with facilities which include a church, village hall, shop and pub.

The entrance to Tackley station is from Nethercote Road, a largely residential road. Passengers wishing to access the Oxford-bound platform must cross the line using a level crossing at the end of Nethercote Road. This crossing also accommodates a bridleway and is part of Sustrans' National cycle Route 51. The surrounding area is open countryside.

Oxford Canal runs from Royal Leamington Spa to Oxford and passes the village of Tackley less than half a mile east of the station.

Current rights of way map



Source: https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx

Pre-Application Advice

Network Rail is seeking advice in relation to the following matters:

- Confirmation that planning permission and a diversion order under Sec 257 is suitable;
- Verify the list of local requirements for the application;
- An assessment of whether there is a reasonable chance of getting permission;
- The bridge design, layout of the works, including siting; and options selection.

Proposed Development

The aim of the project is to close Tackley Level crossing. The proposal is to divert pedestrians and cyclists to a new footbridge at the station and divert the bridleway and equestrian users via a new bridleway which will link up with an existing bridleway.

The following drawings are enclosed with this submission and outline the proposals for this work, as noted above:

Title	Reference
Proposed Bridleway General Arrangement	W1002D-TTS-DRG-ECV-403006 VA02
Birds Eye view	CGI-1

Perspective from North East	CGI-2
Perspective from North West	CGI-3
Perspective from South East	CGI-4
Perspective from South West	CGI-5
Options Summary	29 May 2019

Currently we do not have a detailed design of the proposed new footbridge as we are still undertaking engagement works. We have, however commissioned some images to help illustrate the works to be undertaken.

We do know that we will have to provide lifts for the footbridge which is in line with Network Rails "Access for All Programme" which aims to provide an obstacle free, accessible route to and between platforms.

The location of the bridge (as near to the current level crossing as possible) is also crucial to ensure that we have a convenient route, in order that passengers are not tempted to trespass onto the railway line.

The images show the lift towers covered in buff brick and two-way glass for the parapets; this is variable. These materials have been chosen to reduce the visual impact of the bridge and reflect the local vernacular.









Planning Submission

Following completion of the design process, Network Rail's preferred consenting process will be to submit **a Full Application for all the work proposed,** with a diversion Order under Section 257 of the T&CPA for the diversion of the footpath and part of the bridleway.

This will provide the consultees and neighbours, the opportunity to view the information for the whole scheme in one go. This will also give West Oxfordshire District Council the powers to make the Public Path Orders for the diversion of the footpath and bridleway.

<u>list of local requirements for the application</u>

- Site / Block Plan (scale 1:200 or 1:500)
- Elevations / Sections - for track, bridges, gates etc.
- Biodiversity Survey – Phase 1 and any other suggested surveys within that report.
- Tree survey / Arboricultural statement
- Lighting scheme
- Statement of community involvement
- Options Selection
- Location Plan
- Design and Access Statement
- Planning Statement

<u>Permitted Development</u>

The footbridge could be built under Part 18 of the General Permitted Development Order 2015 (the GPDO) where 'Prior Approval' is required from the Local Planning Authority.

Part 18 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament. The station and existing associated railway land around it were constructed under The Oxford and Rugby Railway Act 1845 is the authorising act for the line between Oxford and Rugby; now known as the DCL. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845.

This Act of Parliament gives provisions to; and bestows upon the railway company and its successors (Network Rail) the power to make developments necessary to the running and management of the railway.

Paragraph A.2 (of Part 18, GPDO) outlines the process by which the LPA can give their Prior Approval and comment on the proposals. It states:

> The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that -
> (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
> (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The LPA may consider only the design, materials, and siting of the works to ensure that the development proposed 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

<u>Footpath and Bridleway diversion</u>

Rights of way matters are usually dealt with by the Local Highways Authority (Oxfordshire County Council) but the LPA have been granted powers by Section 257 of the Town and Country Planning Act 1990 to make Public Path Orders for the diversion or stopping-up of footpaths, bridleways or restricted byways.

This type of application can only be made however, where the Local Planning Authority is satisfied that the diversion/stopping-up is necessary to enable development to be carried out in accordance with a planning permission. The Growth and Infrastructure Act 2013 also amended section 257 of the Act to allow a diversion/stopping-up Order to be made before planning permission has been granted provided a planning application has been submitted, although an Order cannot be confirmed, until planning permission has been granted.

Necessity Test: -

- *The relevant authority cannot make and/or confirm an order unless satisfied that a planning permission exists for development and that it is necessary to authorise the stopping up (or diversion) of the public right of way by the order so as to enable that development to take place in accordance with that permission.*

- *Necessity should be interpreted in accordance with the plans and conditions of a planning permission which allow the development to be carried out. Thus, the*

necessity test is concerned with whether such an order is necessary for that purpose.

- *The word "necessary" does not mean "essential" or "indispensable", but instead means "required in the circumstances of the case." Those circumstances must include the relevant terms of the planning permission*

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 and so Environmental Impact Assessment is not required.

The development is within the scope set out in Paragraph 13 of Schedule 2 of the 2017 regulations. Which refers to the description relating to the original authorisation of the railway (Paragraph 7 of Schedule 1). Paragraph 13 indicates that the thresholds of Paragraph 10(d) of Schedule 2 should be met.

Stakeholder Engagement

Consultation with various stakeholders has already taken place. This includes Oxfordshire County Council PROW, Tackley Parish Council, The British Horse Society and affected land owners.

We will also be undertaking events aimed at public rights of way and railway users, as well as the local community.

National Policy Context

Network Rail would like to take this opportunity to indicate how these proposals would be in accordance with planning policy.

<u>The National Planning Policy Framework (NPPF)</u>

The NPPF (February 2019) provides the Governments overarching planning policies for plan making and decision making in England, with the presumption in favour of sustainable development at its heart.

Transport policy contained within the NPPF is largely focused on the impact of, and location of, new development, in relation to existing transport infrastructure, and provides limited guidance on proposals for new transport infrastructure.

Chapter 9 sets out the Government's key aims for promoting sustainable transport, which is defined in the Glossary as including public transport. Paragraph 110 informs that public transport use should be encouraged and that the needs of people with disabilities and reduced mobility should be addressed.

In paragraph 104(d) the Government aims to ensure that opportunities to promote walking, cycling and public transport are provided for.

Strategic, Regional & Local Policy Context

Oxford Strategic Partnership's Economic Growth strategy sets out the policy framework for economic development in Oxfordshire.

The Oxfordshire Structure Plan includes a major review of transport policies throughout the County and is designed to address the issues of sustainability by reducing car use and increasing public transport, cycling and walking. Such examples include the support and continuous improvements of public transport links.

Connecting Oxfordshire: LTP 2015-2031 (Sept 2016):

Sections 111 and 112 of Oxfordshire's adopted Local Transport Plan 4 sets their strategic rail policies as below:

Section 111 notes that the Councils strategic rail priorities include:

- Supporting the East West Rail Consortium and Network Rail in the design and delivery of East West Rail Phase 2;
- A major upgrade to Oxford station, including new platforms and through lines, new station building, transport interchange and widening of Botley Road bridge
- Supporting the completion of the Cotswold Line redoubling project, including the development and expansion of Hanborough station;
- Development of the next stage of upgrades to Didcot Parkway, including new multi-storey car park, northern entrance and new station building;
- Additional tracks between Oxford and Didcot to provide increased freight and passenger capacity, including the expansion of Culham Station;
- Opening of the Cowley rail line to passenger services, with new stations serving the Oxford Science Park and Oxford Business Park;
- Supporting provision of enhanced and direct rail services from Oxfordshire to Heathrow Airport and Crossrail;
- Developing a business case for a new service linking Bristol/Swindon to Oxford and beyond, including a proposed new station in the Grove area;
- Better integration of rail and strategic bus networks including payment and ticketing, as part of Science Transit;
- Improved access to rail stations via routes for cyclists/walkers, appropriate expansion in car parking and secure/accessible covered cycle parking.

Section 112 notes that further investment in the Oxfordshire rail network will also be needed, picking up the outcomes from the rail industry's long-term planning work, to remove future constraints on the rail network in the Didcot and Oxford areas.

The Government's strategy for the railways for the investment periods up to 2024 is built around four strategic priorities, of which three directly impact on Oxford and Oxfordshire:

- the creation of a high capacity passenger and freight corridor running from Southampton to Oxford and dividing at Oxford for the East Midlands and South Yorkshire, and for the West Midlands and North West
- the introduction of faster, longer and more reliable electric trains to increase capacity and reduce journey times, and
- a new railway link to provide access from the west to Heathrow Airport.

Network Rail is already undertaking a £7.5 billion upgrade of the Great Western Mainline which has upgraded routes through large-scale infrastructure works and the introduction of new rolling stock. Other committed strategic rail projects will improve capacity of the rail network and increase opportunities to travel by train to a range of new destinations.

Investment in the strategic rail corridor through Oxford is also an essential part of the transport strategy, as increasing the capacity of the rail network (for both passengers and freight) reduces pressure and congestion on the strategic highway network.

West Oxfordshire Local Plan

The West Oxfordshire Local Plan was formally adopted on 27 September 2018 and sets out the overall planning framework for the District from 2011 – 2031.

Section 7 of the plan looks to increase public transport and informs that West Oxfordshire Council will continue to work in partnership with the County Council and rail providers for the delivery of the various schemes and aspirations that have been identified.

Policy T3 sets out the councils promise in order to increase the use of rail and provide safe and convenient travel, particularly for pedestrians, cyclists and other vulnerable users.

Key Planning Considerations - Principal of Development

Through this pre-application submission, Network Rail seeks the Councils view on the proposals enclosed to help achieve the necessary requirement to remove the level crossing at Tackley, as part of the wider programme of works and in order to improve safety.

The provision of railway improvements and safe travel for pedestrians and the like are supported by Oxfordshire County Council's adopted Local Transport Plan 4 (notably Section 111, as referenced earlier). This is supported by West Oxfordshire District Council and is validated by Policy T3 of The West Oxfordshire Local Plan (2018).

The provision of a footbridge and the diversion of the bridleway at Tackley station will enable the closure of the level crossing. This will remove any future risk for persons crossing the railway at this point. The works will also allow for more trains enabling improvements and efficiencies for the railway network.

The Potential for an Alternative Scheme

An options selection report has been included to provide detail of the options that have been considered and reasons why they have not been progressed.

Network Rail looks forward to receiving confirmation that this pre-application request has been received. If Council Officers have any queries regarding this submission, please don't hesitate to contact myself using the details above.

Yours sincerely,



Lisa Bullock
Town Planner - Wales and Western

LB17

Planning and Strategic Housing

Elmfield
New Yatt Road,
WITNEY,
Oxfordshire, OX28 1PB
Tel: 01993 861000
www.westoxon.gov.uk

WEST OXFORDSHIRE DISTRICT COUNCIL

Lisa Bullock
Network Rail
Temple Point
Redcliffe Way
Bristol
BS1 6NL

Date: 7th October 2022
Our Ref: 22/02178/PREAPP
Please ask for: James Nelson
Telephone: 01993 861712
Email: james.nelson@westoxon.gov.uk

Dear Ms. Bullock,

Town and Country Planning Act 1990

APPLICATION: 22/02178/PREAPP

PROPOSAL: Closure of Tackley Level crossing. The proposal is to divert pedestrains and cyclists to a new footbridge at the station and divert the bridleway and equestrain users via a new bridleway which will link up with an exisiting bridleway.

AT: Tackley Railway Station Nethercote Road Tackley

FOR: Lisa Bullock

I write in regard to your enquiry received by the Council on the 02.08.2022 seeking the pre-application views of the Local Planning Authority. The relevant information is set out below. Please be aware of the disclaimer at the end of this letter. If you have any questions relating to the advice given, please contact the Case Officer.

Policies

OS1NEW Presumption in favour of sustainable development
OS2NEW Locating development in the right places
OS4NEW High quality design
EH2 Landscape character
T3NEW Public transport, walking and cycling

Relevant Material Considerations

West Oxfordshire Design Guide
NPPF 2021

Site Characteristics and Constraints

This pre-application enquiry relates to Tackley Railway Station, Tackley. The site sits on the eastern edge of the village and forms part of a Local Wildlife Site (Tackley Railway Cutting). At present, the station is

served by a temporary footbridge having closed the level crossing. The station is bordered to the west by residential dwellings.

Relevant Planning History

W2000/1962- Erection of footbridge, refused on visual impact, neighbourliness and accessibility grounds.
W2002/1219- Construction of new subway and associated works, approved at appeal (not implemented).

Planning Assessment

This pre-application enquiry seeks officer opinion in relation to a proposed footbridge, closure of level crossing and Public Right of Way (PRoW) diversion/closure. The proposal details that the existing crossing arrangement is unsafe and is restricting the number of trains that can use the line. It is proposed that a footbridge, including disabled access, is sited to the north of the existing platforms, the crossing closed a PRoW diverted to the south. The submission also details that an existing section of PRoW will be discontinued and the proposed replacement laid to hardstanding and bounded by a stock proof fence.

Firstly, in terms of the required consents, the footbridge may be constructed under Part 18 of the General Permitted Development Order 2015 (GPDO) although the prior approval of the Local Planning Authority is required. Under the prior approval process, officers must consider the design, materials, and siting of the bridge and determine whether or not the proposal *'would not injure the amenities of the neighbourhood'* or that it could not be *'reasonably carried out elsewhere'*. In this regard, the proposed bridge would be sited to the north of the current temporary structure in order to screen the development using existing vegetation and increase the separation distances to neighbouring properties. The proposed siting is therefore likely to minimise the visual and landscape impact of the works as well as neighbourliness impact, although both matters would be fully considered upon the submission of detailed plans. However, the application site lies within a Local Wildlife Site (LWS). Therefore, the proposed siting of the building would have to be supported with an ecological assessment detailing the impact of the proposed works in order to justify that the bridge could not be reasonably carried out elsewhere.

With regard to the footpath diversion and closure, I have no objection to the principle of diverting the route as proposed although any application would be subject to all relevant statutory consultations. The submission details that the new PRoW way would be hard-surfaced and fenced off from the adjoining field. The laying of hardstanding would, in my view, constitute development requiring planning consent. Such an intervention would result in a harmful urbanising impact upon the existing character of the site and should be avoided in my view. The installation of fencing would be permitted development dependent upon its height.

Application Submission

The following documents should be submitted with your application:

Location Plan
Site / Block Plan (scale 1:200 or 1:500)
Elevations / Sections
Design and Access Statement
Tree Survey including tree protection measures
Planning Statement
Biodiversity Survey – Phase 1 and any other suggested surveys within that report.
Lighting scheme
Statement of community involvement
Options Selection

West Oxfordshire District Council would encourage all applicants to consult with neighbouring properties prior to the submission of any application.

I trust this is of some assistance. If I can be of further help, please do not hesitate to contact me.

Yours sincerely,

James Nelson
Planner

Useful links

Sustainability Standards Checklist: https://www.westoxon.gov.uk/planning-and-building/planning-permission/make-a-planning-application/sustainability-standards-checklist/
West Oxfordshire District local plan: https://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/local-plan-2031/
Environment Agency: www.environment-agency.gov.uk enquiries@environment-agency.gov.uk
Thames Water: developer.services@thameswater.co.uk
Natural England: www.naturalengland.org.uk
NPPF: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Disclaimer

- Please note that this is an officer's opinion and is in no way binding Members of the Area Planning Sub Committee.
- The above advice is given for purposes relating to the Town and Country Planning Acts and for no other Council function.

West Oxfordshire District Council Planning Department promotes email correspondence as it is the quickest, easiest and most environmentally friendly way of contacting us.
Contact us at planning@westoxon.gov.uk

Planning and Strategic Housing
West Oxfordshire District Council
Elmfield
New Yatt Road
Witney
Oxfordshire OX28 1PB

Letter by email – planning@westoxon.gov.uk

2 August 2022

Dear Sir or Madam,

Request for Pre-Application Advice – Tackley Level Crossing Closure
Tackley station, Station Approach, Tackley, Oxfordshire, OX5 3AT

Network Rail is seeking pre-application advice from West Oxfordshire District Council on plans to close the level crossing at Tackley station.

Proposal

The aim of the project is to close the level crossing at Tackley station. An application will be submitted to include the following works: -

1. Provision of a footbridge with lifts – This work could be undertaken via Prior Approval, under Part 18 of the GPDO.
2. Upgrade the surface of an existing public footpath to provide a suitable track for combined foot, cycle and equestrian use. **Please can you confirm if this will need any consent?**
3. Alteration to an existing bridleway and public footpath - new, diversion, downgrade and stopping up order.

Background

Need

The Oxford Corridor project currently underway is designed to increase rail capacity (for both passengers and freight) on the strategic route from Didcot (and the south) through Oxford to Banbury (and the north) and therefore intends to run more and longer trains through Tackley.

The existing crossing at Tackley is the highest ranked passive Bridle crossing (second ranked Bridle) on the Western Route. This is based on the score from 2019 (pre closure) when compared to crossing ranked with today's scores.

We can't improve or close every crossing for technical reasons, so while it isn't necessarily number one in risk score it is way up there in terms of priority to improve. And the incident history here speaks for itself. As such, it is not feasible to run more trains on the route with the existing crossing arrangements in place, therefore the crossing needs to be closed and alternative means of crossing the railway for all

users to be implemented. A fatality on this crossing in 2008 and several recent near misses also give weight to the argument for closure.

West Oxfordshire District Council will be aware, the region is experiencing a period of growth, and the following requirements have been identified by Network Rail to ensure a safe, sustainable rail network ready for all.

The Oxford Corridor Phase 2 Capacity Improvement Scheme forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. When complete, there will be extra capacity for the rail network.

Oxford Phase 2 works are planned in 4 parts (2A/B/C/D), with scheme development to take place in Control Period 5 (to March 2019) and delivery in CP6 (April 2019-March 2024).

- **Part 2A: Level Crossings: Level crossing mitigations between Wolvercote Junction and Heyford are required to improve safety and create additional capacity by unlocking headway improvements. Bi-Directional Signalling shall also be commissioned through this area.**

- Part 2B: Track Works – High Speed Crossovers: The project shall develop 75mph high speed crossovers at Oxford North Junction to support improved East West Rail service. These works will be undertaken utilising Network Rails permitted development rights under Part 8, and 18 of the GPDO.

- Part 2C: Botley Road Bridge: Develop a new span to accommodate an additional west side island platform. Take account of the highway authorities' requirements for a wider carriageway / pedestrian and cycle capacity improvements of the existing Botley Road layout.

- Part 2D: Oxford Station works, Western Entrance and Track Works: Provide a new down-side twin-face platform to include western entrance access from Roger Dudman Way.

Part 2A above includes the closure of three level crossings. Tackley (West Oxfordshire District Council), Sandy Lane and Yarnton Lane level crossings (Cherwell District Council).

It should be noted that if the above works was not being progressed by our Infrastructure Project (IP) team, the Western route of Network Rail would be still seeking closure of Tackley level crossing to reduce the level crossing risk on the route and improve public safety.

https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/level-crossings/

History

Around 2000 a project called 'Operation Princess' (known internally as Cross Country Route Mod or CCRM) was completed to allow introduction of (new at the time) class 220 and 221 trains and a greatly accelerated passenger service across large swathes of the country, which included from Bournemouth / Southampton / Reading / Oxford to Banbury / Birmingham / Manchester / Newcastle, and with more trains running than previous. The scheme included closure of many level crossings across the network, with footpath crossings typically replaced by footbridges.

A footbridge was proposed south of Tackley station but failed to gain planning permission. This resulted in a subsequent proposal to provide a subway in a similar location, which would have allowed access to all users (including equestrians). This again failed to gain planning permission but was subsequently allowed on appeal. The delay caused by the planning process was so long that the 'Operation Princess' scheme had already been commissioned and therefore the business case imperative was lost to deliver the work, and the crossing remained in place, with safety improvements.

Planning reference number	Proposal	Decision and date	Reason for decision
W2000/1962	Erection of footbridge	Refused 06/03/2001	1. *That the proposed footbridge will be reason of its size, design and use of materials represent an alien, incongruous an overtly urban feature in this rural location. As such the proposal is considered to be contrary to Policies BE3 and BE5 of the West Oxfordshire Local Plan.* 2. *That the proposed footbridge will, by reason of its height and siting, give rise to overlooking and be an overbearing form of development which would be detrimental to the residential amenities of property on Nethercote Road.* 3. *That the proposal would be contrary to Policies BE4, T1 and T5 and the transport objectives of the West Oxfordshire Local Plan in that the proposal does not make adequate provision for the disabled, elderly, children and cyclists.*
W2002/1219	Construction of new subway under the railway to allow the diversion of the existing footpath and bridleway from the existing level crossing so that it can be closed	Refused 10/10/2002	1. *That by reason of its design, the proposed subway would fail to make safe and convenient provision for horses, their riders, pedestrians, cyclists, the elderly and disabled people, and as such would be contrary to Policies BE3 and BE4 of the West Oxfordshire Local Plan.* 2. *That the proposed development by reason of its siting, size and design, would appear as an unduly*



Tackley Station Footbridge Artists Impression – Solid Parapet No. TLX 7247/B

 Figure 3 - Visualisation of subway approach			*prominent and intrusive feature in the rural scene and as such would be harmful to the visual amenity of this edge of the village and would have an adverse effect upon the natural beauty of this part of the Area of High Landscape Value. As such the proposal would be contrary to Policies BE3, BE5, CO1 and CO7 of the West Oxfordshire Local Plan.*
APP/D3125/A/02/1102495	Appeal of planning application reference W2002/1219	Allowed 23/04/2003	*The Secretaries of State conclude that the appeal proposals would not cause unacceptable harm to the character and appearance of the landscape of the Area of High Landscape Value, and would not have an unacceptable impact on the safety or convenience of users of the existing level crossing. Therefore, they conclude that the proposal are in accordance with the development plan policies and the guiding principles of PPG13.* *Note: Landscaping conditions were added to the grant of planning permission.*

Temporary Closure of Tackley Level Crossing

A temporary closure of Tackley Level crossing was approved by Oxfordshire County Council. The start date for the order was 1/1/2020, subject to a temporary footbridge being constructed to replace the crossing.

Currently the crossing is closed and there is a temporary stepped footbridge located at the station. An email was sent to Joan Desmond to inform of this on 23/12/2019, with an update on 20/1/2020 (see appendix A).

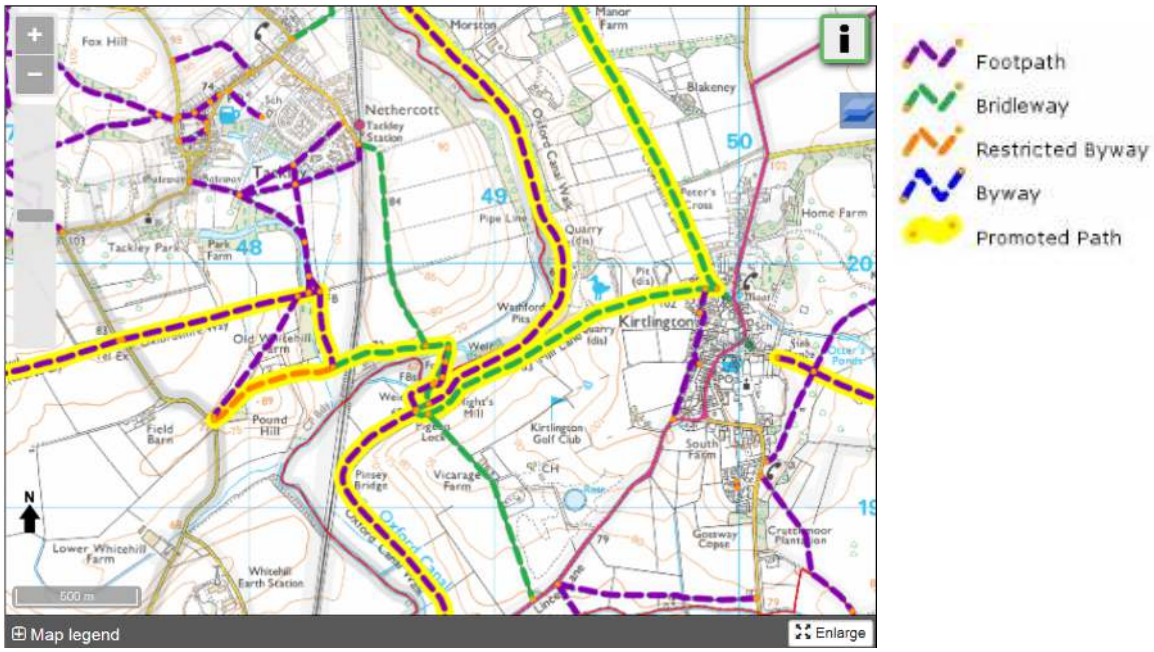
Description of the Site

Tackley level crossing is located on the Didcot and Chester Line (DCL) at 72 miles 47 chains. The railway forms the eastern boundary to Tackley village. The village has a population of about 1,000 people and is an attractive established settlement, with facilities which include a church, village hall, shop and pub.

The entrance to Tackley station is from Nethercote Road, a largely residential road. Passengers wishing to access the Oxford-bound platform must cross the line using a level crossing at the end of Nethercote Road. This crossing also accommodates a bridleway and is part of Sustrans' National cycle Route 51. The surrounding area is open countryside.

Oxford Canal runs from Royal Leamington Spa to Oxford and passes the village of Tackley less than half a mile east of the station.

Current rights of way map



Source: https://publicrightsofway.oxfordshire.gov.uk/Web/standardmap.aspx

Pre-Application Advice

Network Rail is seeking advice in relation to the following matters:

- Confirmation of the required consents;
- Verify of the requirements for submission of the application;
- An assessment of whether there is a reasonable chance of getting permission;
- The bridge design, layout of the works, including siting; and options selection.

Proposed Development

The aim of the project is to permanently close Tackley Level crossing. Currently we do not have a detailed design of the proposed new footbridge as we are still undertaking engagement works. Although we have had an independent options selection.

We do know that we will have to provide lifts for the footbridge which is in line with Network Rails "Access for All Programme" which aims to provide an obstacle free, accessible route to and between platforms.

The location of the bridge is also crucial to ensure that we have a convenient route, in order that passengers are not tempted to trespass onto the railway line and to minimise the impact the bridge would have on the surrounding environment.

Options Selection

We have commissioned an independent options selection (IOS), to progress with the permanent solution. The Independent Assessment was undertaken by Mott MacDonald in April 2022.

The outcome of this report was that Option B was considered suitable for the bridleway option and Options 1,3,5,7/7a, 10 and 11 were considered suitable for pedestrians.

Bridleway options

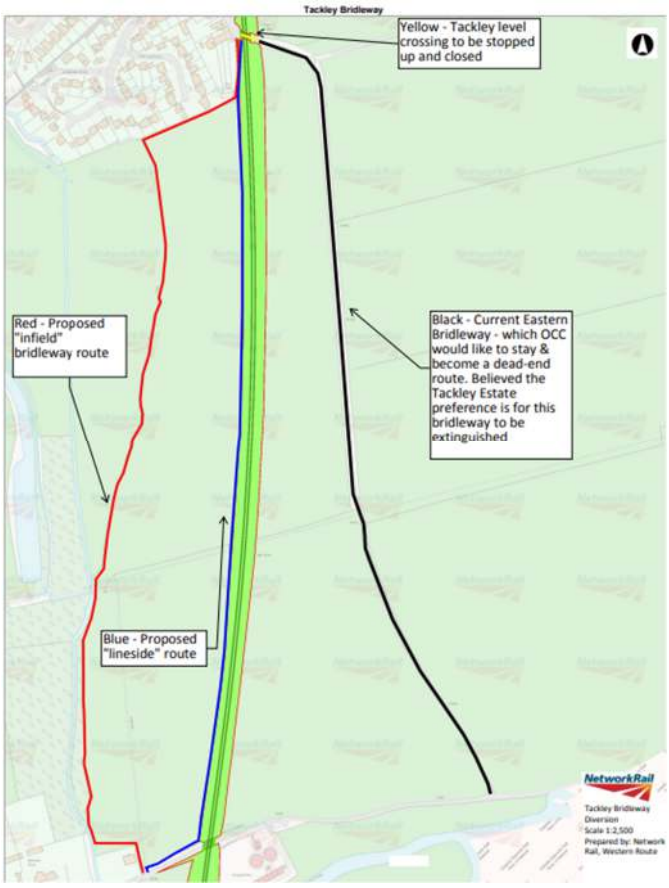
A	Existing bridleway remains as today
B	Diversion close to the railway
C	Bridleway diverted via existing informal path
D	Version of C via Lime Kiln Road
E	Version of C via Harborne Road
F	Version of C via St John's Road
G	Bridleway diverted via existing formal path to west of ditch
H	Version of G via informal path to west of dich
J	Version of C via footpath behind houses on Chaundry Road
K	Developers scheme via bridge to the north
L	Diversion to the north

Pedestrian options

1	Stepped and ramped bridge at station with bridleway diversion
2	Stepped bridge at station with bridleway diversion
3	Stepped / ramped / equestrian bridge to the south
4	Stepped / equestrian bridge to the south
5	Stepped and ramped subway at station with bridleway diversion
6	Stepped subway at station with bridleway diversion
7	Subway with equestrian provision to the south
7a	Subway with equestrian provision to the south n/a
8	Developer ramped / equestrian bridge plus second station step
9	MSL
10	Developer ramped / equestrian bridge with ramp links n/a
11	Stepped footbridge with lifts and bridleway diversion

Our chosen options

The proposal is to divert pedestrians and cyclists to a new footbridge at the station and divert the bridleway and equestrian users via a new bridleway which will link up with an existing bridleway.



Proposed bridleway diversion

The IOS identified option B as the most suitable option, this is shown in blue on the plan to the left. There is an alternative (option G) which is shown in red.

Both of these options take the equestrians under the railway at Little Whitehill Farm Underline bridge.

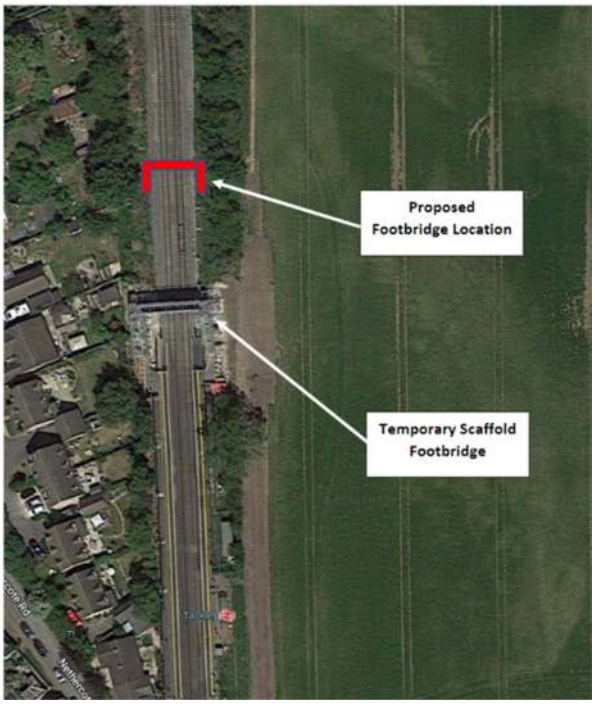
This would require stopping up bridleway 379/2/10 (described as The Kirlington Road and Mill Lane.) where it crosses the railway at the level crossing whilst retaining the remainder of this route.

The path on the west of the railway would be covered with Type 1 surface and have a stock proof fence to separate it from the field.

There is an opportunity to have a mixture of both of these options whereby the red line cuts through the field part way up the track. The advantage of bringing the track adjacent to the railway is that it will avoid being located next to any residential properties within Chandry Road and Lime Kiln Road.

Proposed pedestrian diversion

The IOS has identified a range of suitable options the option we have chosen and adapted is shown in red on the ariel photo to the right.



The footbridge has been located further north than the existing temporary bridge as we believe this is a better location. There would be walkway extensions installed off the platforms ends by around 20m.

The bridge would be located within a cutting so that it's lower down and surrounded by trees. This will reduce the impact of the bridge in terms of its appearance and amenity.

The topology and screening will help to prevent any overlooking and loss of privacy to local residents.

Whilst we do not have a detailed design of the footbridge we are proposing we are considering the new Taziker FRP footbridge, known as 'The Legacy Bridge' which has been nominated for a best innovation award.



This bridge can be designed with lifts, has an anti-slip surface and with a suitable colour combination that will suit its location.

This link takes you to an animation of how this type of bridge can be installed and further detail of the design options for this type of bridge
https://padlet.com/TazikerFRP/fsnjup5vwo8pwqgu/wish/2095345276

Planning Submission

Following completion of the design process, Network Rail's preferred consenting process will be to submit a **Prior Approval Application for the footbridge** under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

A diversion Order under Section 119A of the Highways Act 1980 for the diversion of the bridleway. And an Extinguishment Order under S118A of the Highways Act 1980 for the extinguishment of a footpath and/or bridleway.

list of local requirements for the application

- Site / Block Plan (scale 1:200 or 1:500)
- Elevations / Sections - for track, bridges, gates etc.
- Biodiversity Survey – Phase 1 and any other suggested surveys within that report.
- Tree survey / Arboricultural statement
- Lighting scheme
- Statement of community involvement
- Options Selection
- Location Plan
- Design and Access Statement
- Planning Statement

Permitted Development

The footbridge could be built under Part 18 of the General Permitted Development Order 2015 (the GPDO) where 'Prior Approval' is required from the Local Planning Authority.

Part 18 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament. The station and existing associated railway land around it were constructed under The Oxford and Rugby Railway Act 1845 is the authorising act for the line between Oxford and Rugby; now known as the DCL. The Act of 1845 incorporated the provisions of the Railway Clauses Consolidation Act 1845.

This Act of Parliament gives provisions to; and bestows upon the railway company and its successors (Network Rail) the power to make developments necessary to the running and management of the railway.

Paragraph A.2 (of Part 18, GPDO) outlines the process by which the LPA can give their Prior Approval and comment on the proposals. It states:

> The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that -
> (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
> (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The LPA may consider only the design, materials, and siting of the works to ensure that the development proposed 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

Environmental Impact Assessment

This development does not fall within the scope of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 and so Environmental Impact Assessment is not required.

The development is within the scope set out in Paragraph 13 of Schedule 2 of the 2017 regulations. Which refers to the description relating to the original authorisation of the railway (Paragraph 7 of Schedule 1). Paragraph 13 indicates that the thresholds of Paragraph 10(d) of Schedule 2 should be met.

Stakeholder Engagement

Consultation with various stakeholders has already taken place. This includes Oxfordshire County Council PROW, Tackley Parish Council, The British Horse Society and affected landowners.

We will also be undertaking events aimed at public rights of way and railway users, as well as the local community.

National Policy Context

Network Rail would like to take this opportunity to indicate how these proposals would be in accordance with planning policy.

The National Planning Policy Framework (NPPF)

The NPPF (2021) provides the Governments overarching planning policies for plan making and decision making in England, with the presumption in favour of sustainable development at its heart.

Transport policy contained within the NPPF is largely focused on the impact of, and location of, new development, in relation to existing transport infrastructure, and provides limited guidance on proposals for new transport infrastructure.

Chapter 9 sets out the Government's key aims for promoting sustainable transport, which is defined in the Glossary as including public transport. Paragraph 110 informs that public transport use should be encouraged and that the needs of people with disabilities and reduced mobility should be addressed.

In paragraph 104(c) the Government aims to ensure that opportunities to promote walking, cycling and public transport are provided for.

Strategic, Regional & Local Policy Context

Oxford Strategic Partnership's Economic Growth strategy sets out the policy framework for economic development in Oxfordshire.

The Oxfordshire Structure Plan includes a major review of transport policies throughout the County and is designed to address the issues of sustainability by reducing car use and increasing public transport, cycling and walking. Such examples include the support and continuous improvements of public transport links.

Connecting Oxfordshire: LTP 2015-2031 (Sept 2016):

Sections 111 and 112 of Oxfordshire's adopted Local Transport Plan 4 sets their strategic rail policies as below:

Section 111 notes that the Councils strategic rail priorities include:

- Supporting the East West Rail Consortium and Network Rail in the design and delivery of East West Rail Phase 2;
- A major upgrade to Oxford station, including new platforms and through lines, new station building, transport interchange and widening of Botley Road bridge
- Supporting the completion of the Cotswold Line redoubling project, including the development and expansion of Hanborough station;
- Development of the next stage of upgrades to Didcot Parkway, including new multi-storey car park, northern entrance and new station building;
- Additional tracks between Oxford and Didcot to provide increased freight and passenger capacity, including the expansion of Culham Station;
- Opening of the Cowley rail line to passenger services, with new stations serving the Oxford Science Park and Oxford Business Park;

- Supporting provision of enhanced and direct rail services from Oxfordshire to Heathrow Airport and Crossrail;
- Developing a business case for a new service linking Bristol/Swindon to Oxford and beyond, including a proposed new station in the Grove area;
- Better integration of rail and strategic bus networks including payment and ticketing, as part of Science Transit;
- Improved access to rail stations via routes for cyclists/walkers, appropriate expansion in car parking and secure/accessible covered cycle parking.

Section 112 notes that further investment in the Oxfordshire rail network will also be needed, picking up the outcomes from the rail industry's long-term planning work, to remove future constraints on the rail network in the Didcot and Oxford areas.

The Government's strategy for the railways for the investment periods up to 2024 is built around four strategic priorities, of which three directly impact on Oxford and Oxfordshire:

- the creation of a high capacity passenger and freight corridor running from Southampton to Oxford and dividing at Oxford for the East Midlands and South Yorkshire, and for the West Midlands and North West
- the introduction of faster, longer and more reliable electric trains to increase capacity and reduce journey times, and
- a new railway link to provide access from the west to Heathrow Airport.

Network Rail is already undertaking a £7.5 billion upgrade of the Great Western Mainline which has upgraded routes through large-scale infrastructure works and the introduction of new rolling stock. Other committed strategic rail projects will improve capacity of the rail network and increase opportunities to travel by train to a range of new destinations.

Investment in the strategic rail corridor through Oxford is also an essential part of the transport strategy, as increasing the capacity of the rail network (for both passengers and freight) reduces pressure and congestion on the strategic highway network.

<u>West Oxfordshire Local Plan</u>

The West Oxfordshire Local Plan was formally adopted on 27 September 2018 and sets out the overall planning framework for the District from 2011 – 2031.

Section 7 of the plan looks to increase public transport and informs that West Oxfordshire Council will continue to work in partnership with the County Council and rail providers for the delivery of the various schemes and aspirations that have been identified.

Policy T3 sets out the councils promise in order to increase the use of rail and provide safe and convenient travel, particularly for pedestrians, cyclists and other vulnerable users.

Key Planning Considerations - Principal of Development

Through this pre-application submission, Network Rail seeks the Councils view on the proposals enclosed to help achieve the necessary requirement to remove the level crossing at Tackley, as part of the wider programme of works and to improve safety.

The provision of railway improvements and safe travel for pedestrians and the like are supported by Oxfordshire County Council's adopted Local Transport Plan 4 (notably Section 111, as referenced earlier). This is supported by West Oxfordshire District Council and is validated by Policy T3 of The West Oxfordshire Local Plan (2018).

The provision of a footbridge and the diversion of the bridleway at Tackley station will enable the closure of the level crossing. This will remove any future risk for persons crossing the railway at this point. The works will also allow for more trains enabling improvements and efficiencies for the railway network.

The Potential for an Alternative Scheme

An options selection report (Appendix B) has been included to provide detail of the options that have been considered.

Network Rail looks forward to receiving confirmation that this pre-application request has been received. If Council Officers have any queries regarding this submission, please don't hesitate to contact myself using the details above.

Yours sincerely,



Lisa Bullock - Town Planner
Network Rail
First Floor, Temple Point
Redcliffe Way
Bristol
BS1 6NL

T: 07710940757
E: lisa.bullock@networkrail.co.uk

LB18

DELEGATED REPORT

APPLICATION NUMBER: 24/00534/PART18	**OFFICER:** James Nelson	**Date:** 9th April 2024

CONDITIONS

1 That the development be carried out in accordance with the approved plans listed below.

REASON: For the avoidance of doubt as to what is permitted.

PLANNING ASSESSMENT

The application is made under Part 18, Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order (GPDO) 2015 for the erection of footbridge with lifts at Tackley Railway Station, Nethercote Road, Tackley.

The proposed footbridge is proposed as part of Network Rail's wider aim to increase rail capacity on the strategic route from Didcot (and the south) through Oxford to Banbury (and the north) and therefore to run more and longer trains through Tackley. The existing line is crossed by a pedestrian crossing which has been closed for a number of years following a fatality in 2008 and several near misses. A temporary footbridge is in situ at present. The footbridge will be located on the norther end of the platform, in a similar location as the existing temporary footbridge.

Part 18, Class A to Schedule 2 of the GPDO is applicable to developments which were initially authorised by an Act of Parliament. The applicant has confirmed that the station and existing associated railway land was authorised by the Oxford and Rugby Railway Act 1845 and is therefore within the scope of Part 18.

The regulations state that the prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—
(a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
(b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

Therefore, the LPA may consider only the design, materials, and siting of the works to ensure that the development proposed 'would not injure the amenities of the neighbourhood' and be satisfied that it could not be 'reasonably carried out elsewhere'.

Officers consider that the proposed bridge would be logically sited at the northern end of the platforms, with lifts being sited to ensure minimum travel distance for disable users. A comprehensive suite of drawings has been submitted detailing the external appearance of the bridge, which would be finished in a dark green colour and landscaping proposals in order to assimilate the structure into its context. The application also includes an ecological assessment which includes measures to minimise any impact upon protected species and offer suitable ecological enhancements. Officers are therefore satisfied that the proposal could not reasonably be located elsewhere on the

land. With regard to the impact of the structure upon the amenities of the neighbourhood, a daylight impact assessment has been submitted which shows that the loss of light to neighbouring properties would be minimal and solid infill panels are proposed to prevent overlooking. In addition, a lighting impact assessment demonstrates that light spill would not significantly result from the scheme. Officers therefore consider that the proposal would not injure the amenities of the neighbourhood. Therefore, the proposal satisfactorily complies with Part 18 of the GPDO and prior approval is not required.	
PUBLICITY EXPIRY DATE	