

Lynne Baldwin

From: Planning
Sent: 28 March 2024 11:22
To: DC Support
Subject: FW: 24/00539/F - Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

From: Grace Lewis <Grace.Lewis@networkrail.co.uk>
Sent: Thursday, March 28, 2024 11:20 AM
To: Planning <Planning@Cherwell-DC.gov.uk>
Subject: 24/00539/F - Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

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My Ref: P/TP24/94
Your Ref: 24/00539/F

Date: 28 March 2024

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

APPLICATION NO: 24/00539/F

PROPOSAL: Erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures

LOCATION: Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

Dear Sir/Madam,

This application falls under Network Rail North West and Central Team who manage development around Oxford Parkway however may impact on Sandy Lane and Yarton Lane LC and therefore the Town Planning Western Team have the following comments to make:

The application acknowledges the allocation PR9 on Land West of Yarnton in which NR have objected to as a result of the impact on Sandy Lane and Yarnton level crossings.

It can also be anticipated that the development allocations acknowledged within the application will contribute to the number of people visiting the stadium.

Yarnton LC is within the 20min cycle isochrone. It is anticipated that 2% will walk to the stadium as their main mode of transport; 2% are expected to cycle and 3% are expected to go by car.

The transport assessment makes references to cycle improvements in the vicinity of the development as well as improvements to park and ride services.

Any development of land which would result in a material increase or significant change in the character of traffic using rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that they safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.

Network Rail has a strong policy to guide and improve its management of level crossings, which aims to; reduce risk at level crossings, reduce the number and types of level crossings, ensure level crossings are fit for purpose, ensure Network Rail works with users / stakeholders and supports enforcement initiatives. Without significant consultation with Network Rail and if proved as required, approved mitigation measures, Network Rail would be extremely concerned if any future development impacts on the safety and operation of any of the level crossings listed above. The safety of the operational railway and of those crossing it is of the highest importance to Network Rail.

Level crossings can be impacted in a variety of ways by planning proposals:

- By a proposal being directly next to a level crossing
- By the cumulative effect of development added over time
- By the type of crossing involved
- By the construction of large developments (commercial and residential) where road access to and from site includes a level crossing
- By developments that might impede pedestrians ability to hear approaching trains
- By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs
- By any developments for schools, colleges or nurseries where minors in numbers may be using a level crossing
- By any development or enhancement of the public rights of way

It should therefore be demonstrated that the proposed development will not likely lead to increase use of Sandy Lane and Yarnton with the proposed improvements to sustainable transport modes.

Yours Sincerely,

Grace Lewis

Town Planning Technician Wales and Western
Network Rail

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